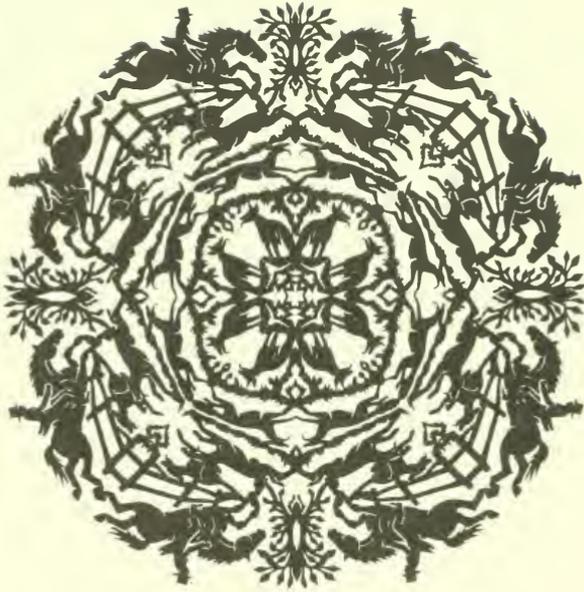




ROYAL
ASCOT

1711



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ROYAL ASCOT

ITS HISTORY
AND ITS ASSOCIATIONS



*His Most Gracious Majesty
King Edward VII.*

ROYAL ASCOT

ITS HISTORY & ITS ASSOCIATIONS

BY

GEORGE JAMES CAWTHORNE

AND

RICHARD S. HEROD

REVISED AND ENLARGED



*WITH NUMEROUS PLATES AND
ILLUSTRATIONS IN THE TEXT*

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PREFACE

IN these pages the authors believe they are presenting the first complete history of the Ascot Race Meeting that has ever been compiled. They have, of course, referred to all the standard works relative to the subject, and have also fortunately been in a position which allowed them free access to records which are closed to the general public. Moreover, in many instances, information which they could not otherwise have obtained has been most courteously placed at their disposal by private individuals. To these their best thanks are due.

They especially desire to record their acknowledgments to :—The Lord Chamberlain, The Earl of Pembroke, The Earl of Coventry, The Earl of Lichfield, The Trustees of Ascot Grand Stand, Major R. A. Clement, Colonel Michael F. Ward, the late Mr. James Garrard, Mr. E. W. Hibburd, Dr. Fred Green, Mr. W. R. E. Alexander, Mr. A. M. Cawthorne, Mr. J. C. Nimmo, Mr. W. A. Rouch (the owner of the copyright of the Royal Persimmon

Preface ♣

group), and Mr. J. B. Muir ; and to the Proprietors of the following publications, from whose pages the authors have gained much valuable help :—“ Baily’s Magazine of Sports and Pastimes,” “ Sporting Magazine,” “ Hore’s History of the Royal Buckhounds,” “ Taunton’s Famous Horses,” and “ Touchstone’s Race Horses.”

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ROYAL ASCOT

CHAPTER I

A BRIEF SKETCH OF HORSE RACING IN ENGLAND

HORSE racing is a sport of very great antiquity, and from very earliest times has been a favourite and popular pastime. With the ancient Greeks all kinds of sport were received with favour, and it may be assumed that horse racing was introduced into the Olympic Games about B.C. 648, while there are records of a race called Calpe which was instituted a hundred and fifty years later and was confined to mares only, just as are the races for the Oaks and the One Thousand Guineas at the present time. Although we have no records of the training of the competing horses for the Olympian festivals, we do know that they had to be entered at Elis thirty days before the celebration of the games, and the riders themselves had to go into training for at least a month prior. Moreover, it would appear from Grote's "History of Greece," that in course of time the Greeks made some classification and conditions whereby only colts of an equal age raced together, and were not therefore always out-distanced by older horses carrying similar weight.

The Romans were very fond of the sport, and probably learned the fascinations of horse racing from the Greeks,

Royal Ascot ♣

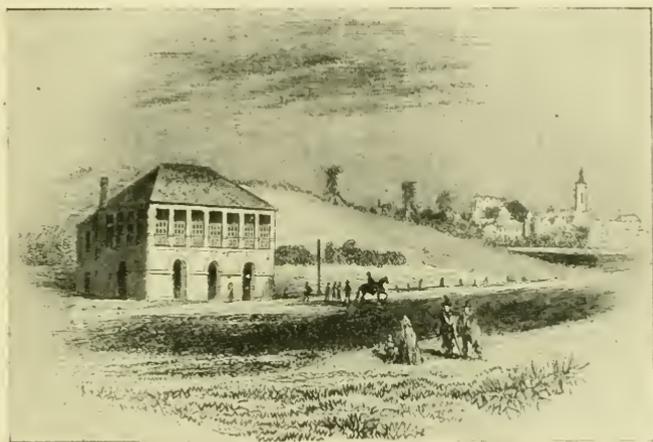
but whether they introduced it into England is a matter for conjecture ; traces, however, of race courses, evidently dating from the period of their occupation, have been found, but the records in connection with the early days of the English Turf are very scarce indeed. When the Romans invaded England it is said that their landing was opposed by large numbers of men mounted on horses, and from the Venerable Bede we learn that in A.D. 631, in the reign of Edwin the Great, "the English first began to saddle horses." Athelstane appears to have been the first English King who patronised the Turf, and he received some "running horses" from the Continent as a present from Hugh Capet, a suitor for the hand of his sister Ethelswitha.

It is not until 1174 that we have any direct evidence that horse racing had become a sport in popular favour. In his "Description of the City of London" William Fitz-Stephen, the Secretary to Thomas A'Becket, Archbishop of Canterbury, in the reign of Henry II., writes that "without one of the City gates is a certain plaine field, Smoothfield (Smithfield), a noted meeting place for fine horses brought together to be sold." Thither came Barons, Lords, and Knights, and a goodly company from the town eager to see the races or to purchase a likely winner.

During the time of the Crusaders the breed of horses greatly improved, and contests on horseback formed a favourite sport, but it was more in tournaments than in racing that the horses were employed. King John appears to have established a stud at Eltham in Kent. Henry VIII. gave considerable attention to horse breeding

• Horse Racing in England

and imported horses from Spain, Italy, and the East. To him is credited the distinction of having founded the Royal Paddocks at Hampton Court where he kept certain mares and “a Barb worth his weight in silver,” given to him by the Marquis of Mantua. In 1512 public races were held at Chester, and when Elizabeth came to the throne the sport was a common amusement. The Virgin Queen not only kept up the Paddocks at Hampton, but founded



NEWMARKET RACECOURSE IN 1600

other stables at Blackheath. During her reign many of the horses and Barbs found in the numerous vessels captured from the Spanish were drafted into the Royal stables, but it was not until the Stuarts occupied the English throne that horse racing and horse breeding—as we understand them to-day—came into vogue.

Of the meetings held at the present day, Chester carries the palm as being the oldest race meeting in England. Some races were held there in Henry VIII.'s reign, and

Royal Ascot ☛

in 1609 we find records of a prize of three silver bells and a sum of money being contended for. The contest was called St. George's race, and the horses ran five times round the "Roody."

Other races were held near Richmond in Yorkshire, and at Croydon and Newmarket. In fact, under the Stuarts, racing received royal favour, and great improvement was made in the breeding of horses. As a popular amusement, too, the sport was welcomed by the public, system was attempted in the racing arrangements, and altogether there was a distinct upward trend in the fortunes of the Turf. James I. greatly encouraged racing, and it is said that his passion for horse breeding and racing came about accidentally. During the storm which wrecked the Spanish Armada, some horses that had been thrown overboard reached the coast of Galloway, and were there kept by the country folk. When the King was in Ireland, the Spanish horses were tried in a race against the King's native animals, and proving superior in speed were obtained for the royal stables.

James I. lent his support to several meetings, and it would seem that he acted as Clerk of the Course at Lincoln, in 1607, causing a piece of ground, 450 yards long, to be "raled and corded with ropes and hoops" on both sides, in order that the horses "that ronned were seen fayre." He also attended meetings at Enfield and Croydon, and appears to have given marked attention to the course at Newmarket, and had a house built for himself there, which he could occupy as a hunting lodge as well as a centre for indulging his fancy for horse racing. Charles I. continued what his predecessor had begun, and extended

his patronage to other race courses besides Newmarket. He gave a silver cup of the value of 100 guineas, instead of the usual bells, to be raced for in Hyde Park, and would appear to have instituted a royal plate, and to have kept a stud at Newmarket, while at Stamford and Epsom, race meetings were evidently well established.

During the Civil Wars racing languished, and was practically prohibited by the Protector; however, with the Restoration new life was given to the "Sport of Kings," and it is from the reign of Charles II. that the history of the Turf may be said to have begun.

The King instituted two meetings—spring and autumn—at Newmarket, and so far entered into the sport that he rebuilt the mansion that James I. had used there, and also rode in person in several races. These races were nearly all matches, and were usually ridden by the owners—gentlemen in the King's suite. Thus the royal rider had as competitors the Duke of Monmouth, Mr. Elliott (of the Bedchamber), and Mr. Thynne, an ancestor, no doubt, of the modern Marquises of Bath.

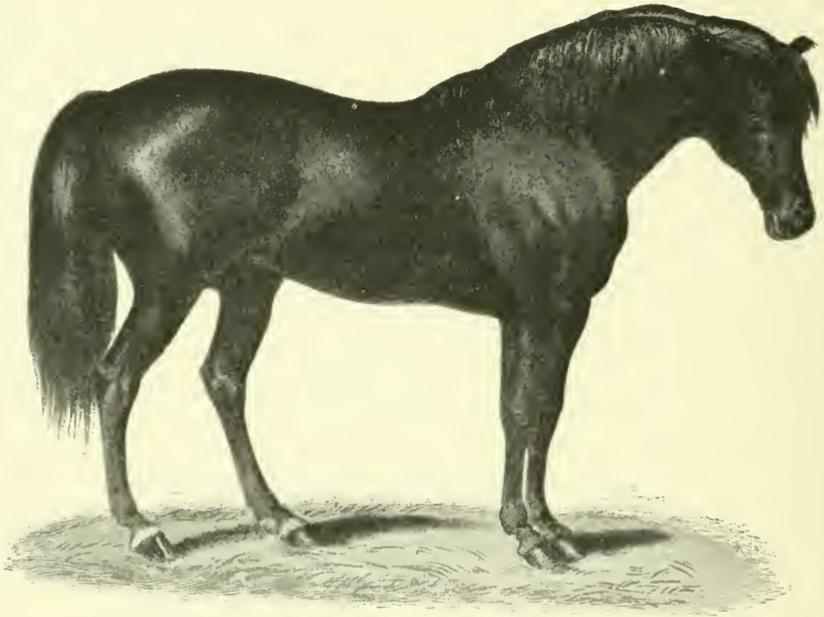
Charles II.'s reign, then, may be taken as the beginning of horse racing in England, and so long as "Rowley's Mile" remains a course at Newmarket, so long will the Merry Monarch's name be remembered in connection with racing.

The advancement that had begun with the Restoration was continued under James II., although the King was far too occupied, and his reign was too short and troublous for him to indulge his fancies on the Turf.

On the accession of William III. horse racing and horse breeding were firmly established, and the King took great interest in every department of the sport, instituting

Royal Ascot ☛

an Academy for riding, and giving plates to be raced for in various parts of the kingdom. He ran his own horses at Newmarket between 1695 and 1702, and made a match there against the Duke of Somerset for 2000 guineas. His Barbs—white, black, and grey, the latter presented to Mr. Hutton, and known as Hutton's Grey



GODOLPHIN ARABIAN

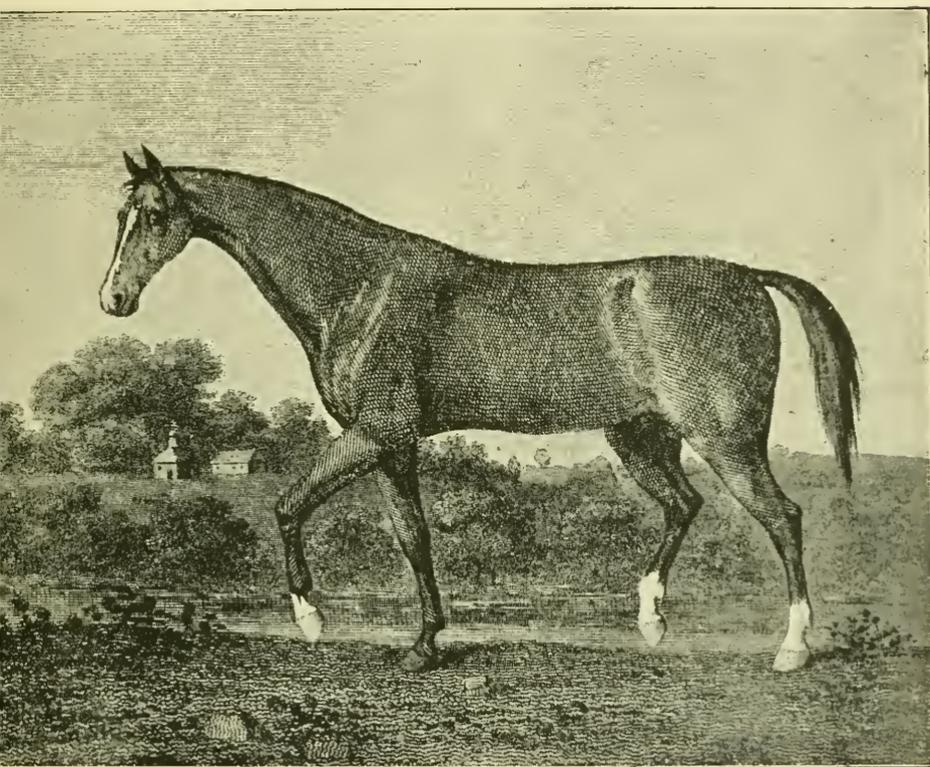
Barb—added not a little towards the English breed of horses.

Queen Anne and her Consort, Prince George of Denmark, were staunch patrons of Newmarket and racing generally. They not only ran their own horses, but gave also Gold Cups and Royal Plates to be raced for.

About this time, Barbs and other Eastern horses were

• Horse Racing in England

imported, and special attention given to the breeding of those that should compete for the Royal Plates. Perhaps the most famous sires and the founders of the best blood in English horseflesh made their appearance in this reign. They were the Darley Arabian, the Godolphin Arabian



DARLEY ARABIAN

(purchased by the nobleman whose name he bore, from a cart in Paris), and the Byerley Turk.

No one did more to promote the interests of the Turf and to establish horse racing as a national pastime than Tregonwell Frampton, of Moreton, in Dorsetshire. "The

Royal Ascot ☞

Father of the 'Turf," as he has been called, was born in 1642, and was keeper of the Royal Running Horses to William III., Queen Anne, and George I., and it is more than probable that he occupied a similar position during the reigns of Charles II. and James II. Whatever may be said against his character, the English Turf owes a great deal to his enthusiasm and to his success in improving the blood of the English race horse. He died in 1728, at the good old age of 86, and was buried at Newmarket.

He was the owner of the famous horse Dragon, who ran with great success on several occasions, including a match for £10,000. Mr. Frampton was the cunningest jockey of his day, but his methods were not always above suspicion. In the celebrated match between North and South, when Old Merlin (by Bustler, son of the Helmsley Turk), represented the North against a favourite horse belonging to Mr. Tregonwell Frampton, a trial match was run over the Newmarket Course, when Mr. Frampton attempted to deceive his rival by adding 7 lb. to the agreed weight. In the trial Old Merlin was successful and Mr. Frampton's argument was, therefore, that with a 7 lb. lighter weight in the event, his horse would be a certain winner. The other side had, however, also deputed their jockey to carry 7 lb. extra weight in the trial, and had thereby equalised matters. In the final race, Jerome Hare, of Cold Kirby, rode Old Merlin, and came in a length before his rival, with the result that the biter was bit, and the men of the South suffered severely; in fact, so great had been the stakes that an enactment was promulgated restricting excessive betting on any horse race.

In Yorkshire, according to Camden, racing in the Forest

➤ Horse Racing in England

of Galtres dates back to 1590, but York races were not established until 1709.

In 1727, according to Whyte, there were only a dozen



TREGONWELL FRAMPTON

Royal Plates run for in England ; one at Newmarket, in April, for 6-year-old horses, at 12 st. each, in heats, over the Round Course—first called the King's Plate Course ; one for 5-year-old mares, at 10 st. each, in one heat, and

another in October for 6-year-old horses, at 12 st., in heats, over the same course; one at York (which commenced in 1711), for 6-year-old horses, 12 st. each, four-mile heats; one at Black Hambleton, Yorkshire (of which no regular account was kept until 1715), for 5-year-old mares, 10 st., four miles; one at each of the following places:—Nottingham, Lincoln, Guildford, Winchester, Salisbury, and Lewes, for 6-year-old horses, 12 st. each, four-mile heats; and one at Ipswich for 5-year-old horses, 10 st. each. A Royal Plate was also run for at Edinburgh, in 1728 or 1729; and one at the Curragh of Kildare in 1741.

York was again to the fore in 1751, when the great subscription races were first held, and the City added £50 to each day's racing. The races were for 5-year-old, 10 st., four miles; and 9 st., two-mile heats.

As regards Newmarket, there were but two meetings in the year up to 1753, when the Jockey Club purchased the racecourse, and added a second spring meeting with two Jockey Club plates and several matches. A second October meeting was added in 1762; the July meeting began with the year 1765, the Houghton meeting in 1770, and the Craven in 1771.

The reign of George III. saw the institution of the "Classic" races. The Doncaster St. Leger was established by Colonel St. Leger, who lived near Doncaster. In 1776 he proposed a sweepstakes of 25 guineas each for 3-year-old colts and fillies over a two-mile course, which was won from six competitors by the Marquis of Rockingham's filly, Allabuculia.

In 1778 a dinner was being held at the Red Lion Inn, Doncaster, on the entry day of the races, and the Marquis

of Rockingham then proposed that the sweepstakes suggested by Colonel St. Leger two years previously should be run for annually, and bear the name of the founder. In this year it was won again by a filly, called *Hollandaise*, belonging to Sir Thomas Gascoigne.

Since those days many alterations have been made in the conditions and weights to meet the requirements of modern racing.

The Derby and Oaks were established under the auspices of one of the Turf's greatest supporters—the twelfth Lord Derby. The Derby was first run in 1780, and was a sweepstakes of 50 sovereigns each, half forfeit, for 3-year-old colts, and the distance one mile; but this has been altered now to a mile and a half, and the prize at the present day is never less than £5,000. In the year of its inception it was won by Sir C. Bunbury's chestnut colt *Diomed*, by *Florizel*, against eight competitors. The "Ladies' Race" has priority over the Derby by a year, having been founded in 1779, and on the first occasion of the Oaks—a sweepstakes for 3-year-old fillies, over a mile and a half course—the winner was Lord Derby's *Bridget*.

The Two Thousand Guineas for 3-year-old colts and fillies was established in 1809, and the One Thousand, for fillies, in 1814. The Goodwood Meeting was established in 1802, by the Duke of Richmond, on the Downs at the northern edge of his beautiful seat near Worthing. Besides these great races, there are many other races of note that have been inaugurated during the present century, and amongst them may be mentioned the Goodwood Stakes, founded in 1823; the Chester Cup and Brighton Stakes in 1824;

the Liverpool Summer Cup in 1828; the Northumberland Plate in 1833; the Manchester Cup in 1834; the Cesarewitch and Cambridgeshire Handicaps, at Newmarket, in 1839; the Stewards' and Chesterfield Cups, at Goodwood, in 1840; the Great Ebor Handicap, at York, in 1843; the City and Suburban Handicap, at Epsom, in 1851; and the Lincoln Handicap in 1853. With the exception of the Two Thousand and One Thousand Guineas run for in the spring at Newmarket, which may be considered as junior Derby and Oaks, or at any rate public trials for those events, all these races are handicaps.

Such then is the briefest outline of the history of horse racing in England. In the twelfth century Fitz-Stephen tells us the nobles, barons, knights, and citizens of London assembled on Smoothfield to see the running horses. He writes:—

“When a race was to be run by valuable chargers and perhaps by others which in like manner according to their breed are strong for carriage and vigorous for the course, the people raise a shout and order the common horses to be withdrawn to another part of the field. The jockeys who are boys expert in the management of horses, which they regulate by means of curb bridles, sometimes by threes and sometimes by twos as the match is made, prepare themselves for the contest. Their chief aim is to prevent a competitor from getting before them. The horses, too, after their manner, are eager for the race; their limbs tremble, and, impatient of delay, they cannot stand still. Upon the signal being given they stretch out their limbs, hurry on the course, and are borne along with unremitting speed. The jockeys meanwhile, inspired with thoughts of

● Horse Racing in England

applause and in the hope of victory, clap spurs to the willing horses, brandish their whips, and cheer them with their cries."

Much water has flowed under the bridge since those times ; but the modern race course beholds the same enthusiasm of the people, the same eagerness of the horses, and time has only strengthened and confirmed the national passion for the sport.

CHAPTER II

1711—1837

ASCOT: ITS INSTITUTION AND EARLY GROWTH

THE eighteenth century had just begun when William of Orange died, and Anne, the second daughter of James II., became Queen of England. On her accession she pledged herself to continue the policy of the previous reign, and the war that was then being waged with France was continued. The peace of Ryswick into which William III. had forced Louis of France was but the preparation for a greater struggle, and when Anne came to the throne a fresh cause for war had been found in the claims of Louis to the Spanish throne on behalf of his grandson. Germany and Holland sided with England in the Grand Alliance against the French King, and the Duke of Marlborough led the allied armies. His victories at Blenheim, Ramillies, Oudenarde, and Malplaquet humbled the power of France, and led to the Treaty of Utrecht, which restored peace to Europe. At home the struggle for supremacy between Whigs and Tories caused great insecurity in the affairs of the nation. Although at heart a Tory, Anne had to support the Whigs, who were in favour of the war; but the Tory influence gradually in-

creasing, the fall of Marlborough gave them the opportunity to come to power.

Such was the state of politics during Anne's reign. On the other hand, literature during this period advanced by leaps and bounds, the arts and sciences were being cultivated, commerce increased, and agriculture flourished, and it was only natural that sport should again receive Royal favour.

We can imagine the Queen, on one of her drives through the country in the early summer of 1711, stopping on the Common at Ascot, and her sportsmanlike eye at once taking in the natural



QUEEN ANNE

advantages offered for her favourite sport, giving orders for a course to be at once prepared, and then announcing her intention of presenting a plate to be raced for.

The royal commands were quickly obeyed, and we find in the *London Gazette*, of July 12th, 1711, an announcement that "Her Majesty's Plate of 100 guineas will be run for

Royal Ascot

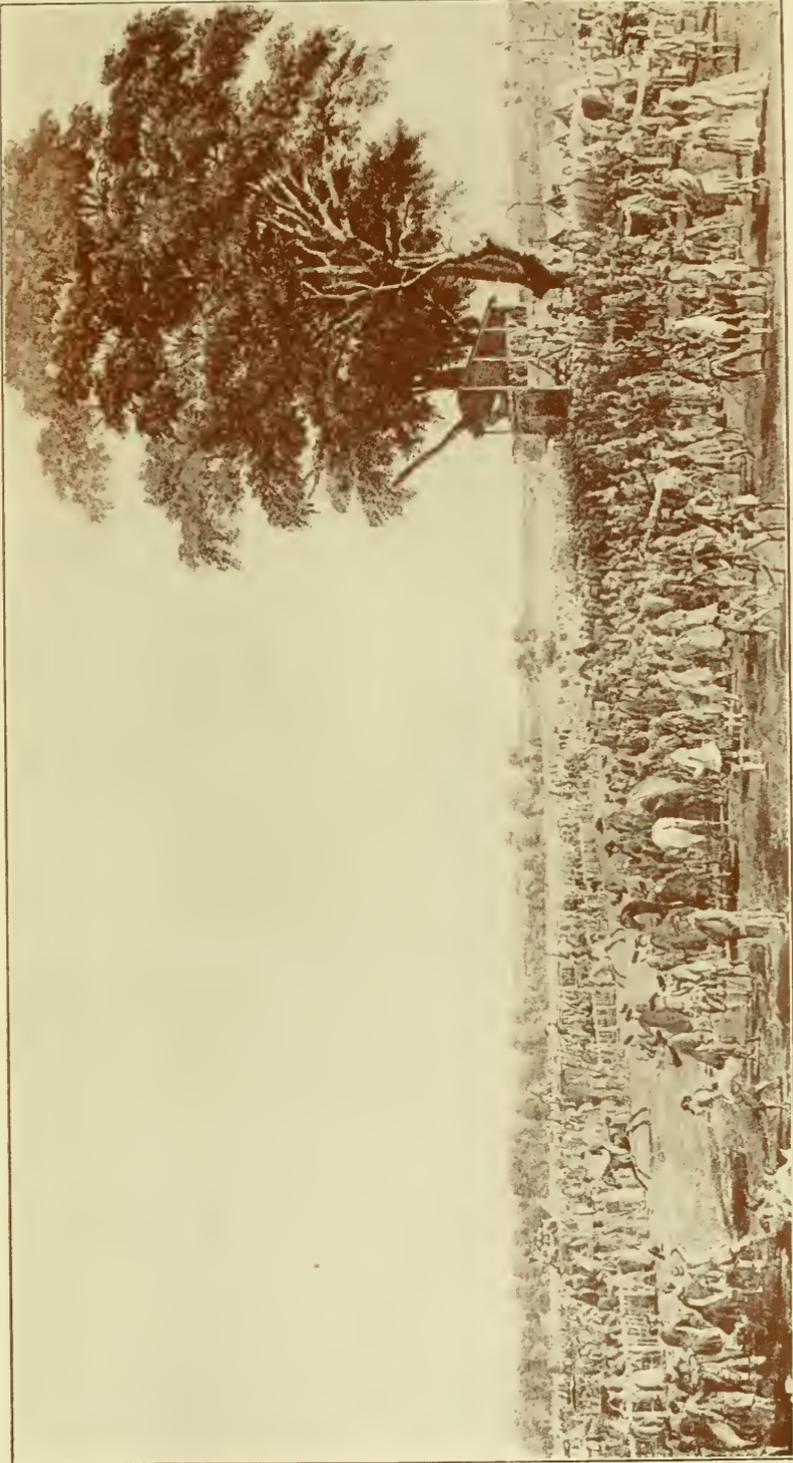
round the new heat on Ascott Common, near Windsor, on Tuesday, August 7th next, by any horse, mare or gelding, being no more than six years old the grass before, as must be certified under the hand of the breeder, carrying 12 st., three heats, to be entered the last day of July, at Mr. Hancock's, at Fern Hill, near the Starting Post." Another race was announced for August 6th, on the same course. "A plate of 50 guineas to be run for on Monday, August 6th, by any horse, etc., that had never won the value of £40 in money or plate. Each animal to carry 12 st., in three heats. To be entered on preceding Wednesday, at the Town Hall, New Windsor, or with the Town Clerk or his Deputy, paying 2 guineas, or at the time of starting 6 guineas to the said Clerk or Deputy. The entrance money to go to the second horse in this race."

For some reason or other, most probably because the course was not quite ready, these races were postponed, and it was upon Saturday, August 11th, 1711, that Queen Anne and a brilliant suite drove over from Windsor Castle to inaugurate Ascot Races, and to witness the first contest there.

Seven horses competed for the £50 plate—

The Duke of St. Albans' ch. h.	. . .	Doctor.
Mr. Erwell's gr. h.	. . . . .	Have-at-all.
Mr. Smith's gr. g.	. . . . .	Teauge.
Mr. William Hall's bay stone h.	. . . . .	Dimple.
Mr. John Biddolph's br. b. h.	. . . . .	Flint.
Mr. Charles May's gr. g.	. . . . .	Grey Jack.
Mr. Merrit's iron-grey stone h.	. . . . .	Grim.

On the following Monday the Queen was again present, when Mr. Raylton's br. h., Lord Craven's gr. h., Sir Wm.



From the Original Picture by Paul Staudly

ASCOT HEATH

Gorry's br. h., and Mrs. Orme's b. h. entered for the £100 Plate which Her Majesty had given.

Owing to Swift's objection to riding, the world is without his description of the race, for he writes in one of his letters to Stella, under date August 13th, 1711: "I missed the race to-day by coming too late, when everybody's coach was gone, and ride I would not." On August



COSTUMES OF THE QUEEN ANNE PERIOD

10th, 1711, he writes also: "While at Windsor, Dr. Arbuthnot, the Queen's physician and favourite, went out with me to show me the place; we went a little after the Queen and overtook Miss Forester, a maid of honour, on her palfrey, taking the air; we made her go along with us. We saw a place they have made for a famous horse race to-morrow, where the Queen will come."

In regard to the making of the Course, some interesting particulars are found in the Declared Accounts of Charles,

Royal Ascot

Duke of Somerset, Master of the Horse. They can still be seen in the Public Record Office, and it is curious to read there the items connected with this inaugural race meeting. Amongst other disbursements for the making of "The round Heat on Ascott Common in July and August, 1711," is an amount of £558 19s. 5d. for nine bills of particulars paid to one William Lowen; while the carpenter, a certain William Erlybrown, received the sum of £15 2s. 8d. for making and fixing the posts and other work. These posts were evidently painted by a Benjamin Culchett, who received the grand sum of £2 15s. for his work. £1 1s. 6d. was also paid to Mr. John Grape "for engrossing the Articles for Her Majesty's Plate run for at Ascott Common."

The Queen was evidently pleased with the success of the first meeting, for we find that she attended another on the Common in the same year, at which all the Court officials and a brilliant company of ladies and gentlemen had gathered. The reigning beauty of the period, Miss Forester, one of the Maids of Honour, was there also, mounted on her palfrey, and "dressed like a man," a long white riding coat, a full-flapped waistcoat, and a small cocked hat, three cornered, bound with broad gold lace, the point placed full in front over a white powdered long flowing periwig. The meeting took place on Monday and Tuesday, September 17th and 18th. The programme consisted of one race each day, a plate of 30 guineas for any horse, etc., carrying 10 st., that had never won in money or plate the value of £20, for which there were three entries:—

Duke of Somerset's gr. h.	.	Crofts.
Mr. Barber's ch. g.	.	Speed Cut.
Mr. Edmund's dark br. g.	.	Hoboy.

And for a £20 Plate four ran :—

Sir W. Wyndham's gr. g. . . . .	.	Cricket.
Lord Lifford's nutmeg g. . . . .	.	Sharpes.
Sir Thomas Palmer's b. g. . . . .	.	Lumber.
Mr. Newman's gr. g. . . . .	.	Have-a-Care.

In the following year Her Majesty visited the new course with a brilliant company to see the race for the Queen's Plate, which took place on August 25th, 1712. There were six horses started, and four were distanced in the first heat, the prize falling to "Robert Fagg, Esq., son of Sir Robert Fagg, Baronet, of Sussex."

This race had previously been announced in the *London Gazette*, and in the same official journal we read another announcement of a Plate of £50 by subscription, which was to be run for on the Ascot course, on Monday, September 1st.

In 1713 the conditions of the race for the Queen's Plate of 100 guineas were the same as in previous years, but it was arranged that should any difference arise it was to be determined by "the Hon. Conyers Darcey, Esquire, or the Hon. Col. George Fielding, Esquire, Commissioners to execute the office of Master of the Horse, or in their absence by Richard Marshall, Esquire, Master of Her Majesty's Stud." The race was run on August 12th in the presence of the Queen. On the following day, a £50 Plate for horses that had never won £100 since they were six years old was competed for. In the same year a "Windsor Town Plate of 20 guineas, open to any horse carrying 10 st., that had never won £30" was announced; but neither the names of the competitors nor the winner have come down to posterity.

Royal Ascot

Queen Anne died in 1714; she had previously announced her intention of giving her usual £100 Plate, and the race was advertised to be held on August 13th, but Her Majesty died on the first of that month, and the races



GEORGE I.

were consequently postponed indefinitely, and would appear to have been ultimately abandoned.

Her successor, George I., gave but little countenance to the sport of kings. Certainly there are records that he visited Newmarket on October 4th, 1717, and also that he discontinued the practice of giving a Silver Plate as the Royal Prize, substituting instead the sum of 100 guineas

● Institution and Early Growth

in cash as the King's Plate. Horse racing, however, throughout the country, languished considerably, and as regards Ascot, practically ceased, and it is not until August 15th and 16th, 1720, that we again find horses running there. Then two Plates of 30 guineas were run for by hunters "used in hunting twelve months last past," which had never run for money or plate. They carried 11 st. the first day and 12 st. the second, and were



SOME COSTUMES OF THE PERIOD

entered "with Barlow in Hatchet Lane" before August 8th; entrance fee was 2 guineas, 4 guineas if entered at the starting post; "a contributor" had only to pay 1 guinea. The entrance money went to the second horse. Two years later "40 Guineas" were announced to be run for on August 18th, "by horses that have stag-hunted in Epping or Windsor Forest with the King's hounds before the 2nd instant, and have never won £5, to carry 11 st., three times round the four-mile course at one heat; to

Royal Ascot

be entered at John Tempiro's, at Sunninghill Wells, on Friday, 17th instant; the subscribers to pay 1 guinea entrance, non-subscribers 2, or 4 at the post; the stakes to go to the second horse."

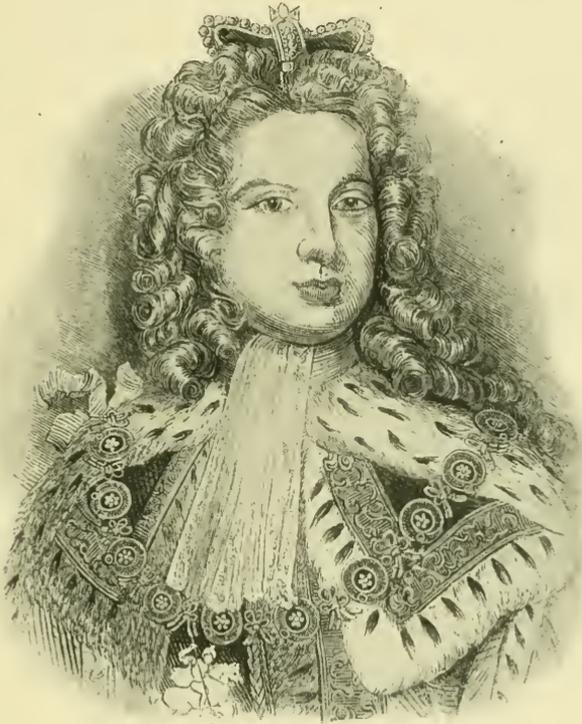
Similar races were held in 1724, Mr. Darby's Clubfoot winning the Staghunters' Plate of 30 guineas, and Lord Harry Beauclair's Puppet taking the £20 Plate. Also in 1726 we find that Mr. Meggott's chestnut mare won the Staghunters' Plate of 40 guineas, carrying 12 st.; and that a £30 Plate fell to Sir Thomas Reynolds' chestnut horse.

It was in the year 1727 that Mr. John Cheney established an Annual Racing Calendar, a historical list of all the horse matches run, and of all the plates and prizes competed for in the United Kingdom, of the value of £10 and upwards. Previous to the appearance of this register, the records of Meetings were very meagre, and it is only through fragmentary evidence connected with special feats that we have any particulars of the doings on the Turf.

In this first volume of the Racing Calendar, mention is made of two purses being contended for at Ascot, one of the grand sum of 30 guineas, the other 10 guineas more. These races were "For such Hunters as had been at the death of a Leash of Staggs with His Majesty's Hounds in Windsor Forest, between the first day of March last and and the first day of running," the weight being 12 st. and 10 st. respectively.

Although George II. cared personally as little for horse racing as his father had done, the Turf and all connected with it made considerable progress during his reign. The King gave much encouragement to the

breeding of horses, notwithstanding that he did not patronise the royal sport to any extent. In fact, it is only from the reign of George II. that horse racing in England may really be said to have been started with



GEORGE II.

any degree of order or system. The foundation of the Jockey Club in 1750 was the first step in drawing together the various interests of the Turf, and establishing a controlling power which has since exercised such valuable aid to the cause of horse racing and horse breeding throughout the world.

Royal Ascot

In 1728 a race of the value of 40 guineas was run, and again in 1730 there were two days' racing. Hunters only took part in the contest, and their qualification was that they had been at the death of a leash of stags with the Royal Hounds. The first day was devoted to a race ridden in heats with weights 12 st., 9 runners, the prize being a purse of 50 guineas, which fell to the Duke of



FASHION IN GEORGE II.'S REIGN

Newcastle's chestnut horse, Fidler. The Duke was so pleased with his success that he gave the stakes to his groom "for his care and diligence," and the Prince of Wales gave him 30 guineas more. On the second day in a similar race for 40 guineas, carrying 10 st., in three heats, six competitors took part, General Honeywood's grey gelding, Grey Crabb, being first. For some years afterwards sport was only irregularly held, and no meetings took place in 1731 to 1734, 1737, and 1738 to 1743.

● Institution and Early Growth

The race meetings were extended to three days in 1735 and 1736. One race each day, and consisted of the usual Plates for hunters.

Ascot about this time fell on evil days. A meeting was held on August 1st, 1739, at the Duke of Bolton's seat in Hampshire to suppress the many small race meetings that had sprung up in different parts of the



GENTLEMEN OF THE REIGNS OF QUEEN ANNE, GEORGE I., AND GEORGE II.

country, and which did nothing towards the advancement of the Turf, but tended rather by the lawless scenes that occurred to cast discredit on this popular sport. These fixtures, at which but rarely a true race horse ran, were condemned by all, and a bill was brought before Parliament to put an end to the objectionable race meetings. The stipulations of the Act were as follows:—

No person was allowed to enter, start, or run any race horse, mare, or gelding for any race, unless the animal so

entered was the *bona fide* property of the person by whom it was entered. No person could enter more than one horse in any race. No plate could be run for under the value of £50. Any infringement of this stipulation was liable to a penalty of £200; 5-year-old horses to carry 10 st. each; 6-year-old, 11st.; 7-year-old, 12 st. Owner of horse carrying less weight to forfeit £200. The entrance money to go to the second best horse, and not to what was then technically known as the "Fund."

The Act did not apply either to Scotland or Ireland, or to matches run for either at Newmarket or York, but it fell very hardly on some small, but well-conducted fixtures, and Ascot was one. In consequence the annual meeting had to be abandoned, for it was not rich enough at this time to raise the plates to £50 each, and for the next five years there was no meeting held. Racing was renewed in 1744, when a plate of £50 was run for by any horse, mare, or gelding, that was at this time in the possession of one of the huntsmen or yeomen pricklers of His Majesty's buckhounds, or in possession of the keepers of the forests, carrying 12 st., bridle and saddle included, that had never started for match or plate, and had been hunted in the forest since the previous Lady-day. All disputes for this plate, relating to entering or running, were determined by Ralph Jennison, Esq.

Another race was announced in the same year to be run on "Tuesday, September 18th (£50), by hunters that had never won either match, plate, or stakes, and that never started for any thing except a hunters' plate, to carry 12 st., bridle and saddle included. No less than three deem'd hunters to start, and if only one comes, to

have 20 guineas and the plate not run for; and if two only, to have 10 guineas each. No person to enter two horses.

“All horses that run for the first Plate must be enter'd on Monday next, the 10th of this month, between the hours of one and six in the afternoon, at Sunninghill Wells, in



SOME MORE FASHIONS *temp.* GEORGE II.

Windsor Forest, by the Clerk of the Course, paying half-a-crown to him entrance fee.

“And for the second Plate, to enter at the same time and place, paying, if a subscriber, 1 guinea entrance, if a non-subscriber, 3 guineas; or at the post, 2 guineas if a subscriber, if a non-subscriber 5 guineas, to go to the second best, though distanced.

“All horses to be kept from the time of entering to

Royal Ascot ♣

the time of running at some publick house within three miles of the said course; and all horses, etc., to be plated by some smith that lives within that distance.

“All disputes for this plate, relating either to entering or running, to be determin'd by the majority of the subscribers there present.

“There will be Ordinaries each day, at Sunninghill Wells, at one o'clock.”

The commencement of the popularity of Ascot as the royal race course dates from this period. William August Duke of Cumberland, the third son of George II., was a great patron of the Turf, and Ascot particularly came in for his favour. After the battle of Culloden in 1745, when, although only twenty-five years of age, he defeated the remnants of the followers of the Pretender, and gained for himself the title of “Hero” or “Butcher” of Culloden (according to individual proclivity and taste), he was appointed Ranger of Windsor Forest, and then had an opportunity to devote himself to the sport he loved, and to gather together the best stock, best blood, and most numerous stud in the Kingdom. Under his protecting care Ascot assumed a position of importance and attracted all the fashionable circles of the day, and an impetus was given to horse racing throughout the country. The Duke of Cumberland was breeder of the famous sire, King Herod, and still more celebrated Eclipse, and by his judgment and exertions in effecting beneficial crosses, achieved many improvements in blood horses. In his efforts to revive racing in this country the Duke was the victim of tremendous losses to the sharks and blacklegs by whom he was surrounded, and the difficulties, incredible expenses, and

double dealings with which he had to contend might well have made him falter.

His military motto, however, "Persevere and Conquer," stood him in good stead, and on his death, in October 1765, he was able to bequeath to his nephew the largest stud in the kingdom, and some of the best blood, besides the gratifying knowledge that the royal sport was once more in the ascendant.

The mantle of the "Culloden" Duke fell upon his nephew, Henry Frederick, who on succeeding to his uncle's title and position of Ranger, became the patron of horse racing generally, and of Ascot in particular.



GEORGE III.

In 1760 George III. came to the throne, and during his long reign Ascot was destined to rise in importance from its humble beginning to becoming the most celebrated race meeting next to Epsom.

In the calendar of the time the programme of the Ascot Heath races did not offer a very grand selection of sport, although a marked improvement was beginning to be made; thus in 1754 and 1756 there appears to have

Royal Ascot ♣

been the usual four days' sport, one race on each day. In 1754, a purse of £50 for hunters was won by Mr. Jennison's grey horse, Why Not, and a purse of £90 for 4-year-olds, fell to a colt belonging to the Duke of Cumberland. The Yeoman Prickers' Plate of £50 resulted in a victory for Mr. Ives's brown gelding Warhawk, while the Duke of Cumberland's grey horse Crab walked over for a Free Plate of £50. The Duke, however, refused the prize, and ordered it to be competed for by "horses that had not had a sweat."

The year 1755 saw a good meeting. A £50 give-and-take, weight for inches, for horses, etc., such as had not won that amount during the year, was introduced, when Mr. Leeson's chestnut gelding, Bly, 14 hands $\frac{1}{4}$ in., 9 st. 11 lb. 12 oz., was first; and Mr. Marshall's grey gelding, Greystag, second, with same height and weight.

In 1756 the programme showed an increase in the stakes, and an exciting contest for a purse of 100 guineas was made between Mr. Ralph Jennison's Why Not and the Marquis of Rockingham's Anacreon, resulting in a win for the former. Mr. Ives again pulled off the Yeoman Prickers' Plate with Warhawk. The Duke of Cumberland's Crab also gained for his owner a plate of £50, beating Earl Gower's Little Davy.

The frequenters of Ascot in 1768 were greeted with notices to the effect that, in addition to the exhilaration of the racing, "their most obedient, humble servant, R. Hodges, would open the Assembly Rooms at Sunninghill, Windsor Forest, Berks, with a public breakfast on June 13th, and would continue to do so every Monday throughout the season, for the reception of ladies and gentlemen who would

be pleased to honour the place with their company. The balls taking place in Hodge's Long Room, on Monday and Wednesday, and at the Town Hall, Windsor, on Tuesday and Thursday."

This practice of giving balls was a great feature of Ascot Heath race week. The experiment had been tried in the previous year, and met with considerable success. It must be remembered, however, that Windsor and Sunninghill had a regular summer season, and houses and lodgings were let and taken as they are to-day.

According to announcements, "Great sport is expected at the races and a full season at Sunninghill," and the year 1768 proved so. There were five days' racing, commencing on Monday, June 6th, with the Noblemen and Gentlemen's Plate of £50 for 4- and 5-year-olds, run in heats, when Mr. Fettiplace's bay, Biston, a 5-year-old, won, having come in fourth in the first heat, and first in the second and third heats. The second day's sport produced two races—the Yeoman Prickers' Plate, for which three horses ran the two heats, Mr. Meal's brown horse, Changeling, coming in first in both heats; and on the same day for the Members' Plate of £50 for 6-year-old and aged horses a field of five started, and Count Lauraguais's grey horse, Gimcrack, won both heats. The Wednesday programme was one race, a £50 Town Plate, "give-and-take," won by Capt. Strode's grey mare, Mite; and two plates were run for on Thursday and Friday. During the meeting a contemporary records that one of the leading ladies of fashion undertook, for a wager of £5,000, to ride a hundred miles in ten hours. The bet appears to have been made by her husband, who had offered to hold £5,000

Royal Ascot

more that she would eat a leg of lamb and drink two bottles of claret into the bargain. Whether the lady fulfilled her promises or not we are unable to state.

In 1769 addition was made to the sport at Ascot by the Members for Windsor, and also the Corporation, giving £50 each: the first for 6-year-olds and aged horses, the other "give-and-take," then so much in fashion; both four-mile heats. At this meeting Eclipse won the Noblemen and Gentlemen's Plate of £50, two-mile heats, beating Mr. Fettiplace's Crème-de-Barbade by Snap.

The sport in the next two years was very fair, and there were a good number of entries, the racing occupying five days and the prizes consisting of the usual £50 plates.

Taking up the race card for 1772, we find the meeting is styled the Windsor and Ascot Heath Races, by order of H.R.H. the Duke of Gloucester, Lord Warden of Windsor Forest, when a sweepstake of 200 guineas each, half forfeit, was won by Mr. Vernon's Feather from the Duke of Cumberland's Pompey.

The first mention we find of a cup being raced for at Ascot is in this year, when the Duke of Cumberland instituted a race for 5-year-olds, the property of subscribers, over a four-mile course. The subscriptions were limited to five guineas, and the first subscribers were the Dukes of Northumberland and Ancaster, the Earls of Ossory, Oxford, and March, Viscount Bolingbroke, Sir C. Bunbury, Messrs. Blake, Ogilvie, Pigott, and Vernon. Each subscriber who challenged had to stake 100 guineas, and deliver to the keeper of the match-book the name, etc., of his horse. In the year of its institution it resulted in a walk-over for the Duke of Cumberland's Maria, by Snap, out of the noted

Tartar mare. Thus was originated the race for that highly prized trophy—the Cup—which in 1807 was raised to the dignity of The Gold Cup, and has now become of such high repute that many owners would rather win it than any other race, however richly endowed.

In these good old days highwaymen and footpads played rare havoc on the high roads, and the wealthy patrons of Ascot were game worth a deal of risk. It is no wonder then that hardly a day passed but some one was stopped and robbed. As an instance of this, two ladies on their way home in a post chaise a week after the races were stopped by two young highwaymen, who relieved them of their money, watches, and valuables, and so much frightened them that one became unconscious. It is interesting to know, however, that in this instance the robbers were caught, their horses, which they had turned loose on finding themselves pursued, having helped to indicate their whereabouts. This episode gives a poor idea of the chivalry supposed to belong to the highwayman, but another instance in 1774, at any rate, shows pluck. A young fellow, very indifferently mounted and alone, “held up” the Wokingham machine about two miles from the “Shoulder of Mutton,” and took about £10 from two gentlemen, but handing back the contents of a lady’s purse containing some 20s. to its owner. He was caught on the course the next day, and committed to gaol.

It has been said that festivities and balls were an important adjunct to the racing proper, and this was increased as years went by. Gambling and gaming, too, brought a very mixed public to the neighbourhood, but with it all the importance of the Ascot Meeting was increasing; and in

Royal Ascot

1773 we find a number of regulations were enforced. H.R.H. the Duke of Gloucester remained Lord Warden of Windsor Forest, and the title of the meeting was altered to "Windsor Races, Ascot Heath." The time of the commencement of racing was altered from one o'clock to five o'clock, and it was arranged that all horses had to enter on Tuesday, June 8th, at Sunninghill Wells, between the hours of three and eight in the afternoon, and produce certificates of age, and pay an entrance fee of 3 guineas and a fee of 5s. to the Clerk of the Course, or double at the post. The winners each day to pay 1 guinea for weights, scales, etc., and to run according to King's Plate Articles, and to be governed according to the articles which were then produced.

The course presented a picturesque appearance, the naturally beautiful landscape being dotted over with canvas booths and tent-like buildings. There were no permanent grand stands in those days, and the lack was made up by large booths with galleries, which in the majority of cases were put up by private speculators paying a fee of 2 guineas to the prize fund. The other booths were devoted to gambling, drinking, etc., their owners paying 1 guinea to the fund. The business of looking after the building and allotting of space was an onerous one, and two officers—Messrs. Spencer and Nunn—were appointed to superintend matters. Amongst other regulations we find a notice in 1777 asking "those having booths not to begin building until the horses are entered, except the booth for the Grand Stand, which was not to be appropriated to the benefit of the plates, and was to be built a fortnight before the races."

They were gay times those, when our forefathers "backed the winner" in the good old days of the Georges. Besides the sport of kings, there were the charms of Terpsichore at Windsor, Egham, and Sunninghill; gaming tables on the course and card tables in most of the private mansions, and further there was that popular sport of those days—cock-fighting. It was the proper thing then to go in for the whole round of attractions offered, and the announcement that during the Ascot Races, at the old Cock Pit at the "Marquis of Granby's Head, at Windsor, in the county of Berks," a leading match was to be fought, was sure to bring a large and appreciative audience. "A main of cocks between the gentlemen of Oxfordshire and the gentlemen of Berkshire, to show thirty-one cocks on each side in the main for 5 guineas a battle and 100 guineas the odd battle, and to show twenty cocks each in the byes for 2 guineas a battle. To weigh on Monday, June 2nd, 1877, and to fight the four following days."

Not content with these excitements, wrestling matches and prize fights were got up, and there are records that an exciting contest took place on the course on the last day of the 1777 races, between one Woods, a weaver, and Selway, the sawyer (who beat the noted Cochran), for 500 guineas, when, after a severe conflict, victory was declared in favour of the former, the sawyer leaving the ring with the loss of an eye.

Of the races in 1777, the sport would appear to have been remarkably good, and the attendance, no doubt owing to the very many additional attractions offered, was more representative of the nobility and gentry and more numerous in point of numbers than had been the case for

Royal Ascot ☛

some years previously. A match for 500 guineas, 4 miles, between the Duke of Cumberland's Cæsar and Mr. Jennings's Count evoked much interest, the betting being 2 to 1 on Count. The race resulted, however, in a smart win for the Duke. On the Friday still more enthusiasm was evinced, when a match was run between Mr. C. Pigott's Hottentot and Lord March's Rosalba for 200 guineas over the same course. The betting was 6 to 4 on Rosalba, and it proved a most exciting race, for throughout there was hardly a pin to choose between the horses. While running home, however, the Hottentot obtained a little advantage and passed the post half a neck in front of his opponent.

In 1789 a cup of the value of 60 guineas, added to a subscription of 50 guineas, half forfeit, 11 st. each, ridden by owners, six subscribers, was won by Lord Barrymore's Tongs, by Florizel. Count Melfort's gr. g., by Mago, came in first, but owing to the Count having crossed, it was decided in favour of his Lordship. The King and Queen, with a grand retinue, including the Prince of Wales, the Dukes of Clarence, York, and Cumberland, and the Royal Princesses were present throughout the meeting.

As we study the gradual development of the Berkshire heath as a racing centre, it is interesting to notice in passing, some of the innovations that were made. For instance, previous to 1783 the riders dressed as they liked and how they liked; as a result, confusion was constantly arising, and to obviate this a rule was made for the greater certainty of distinguishing riders, requiring each to declare at the time of entering the colour he would ride in, that it might be inserted in the printed papers.

Another notice, showing that the inevitable race-course dog had made himself undesirably obnoxious, was to the effect that "no person do bring dogs on the course, as there will be proper persons appointed to destroy them.—
LORD HINCHINGBROOK, Steward, 1788."

Yet another notice, in 1790, was to the effect that horses "are not allowed to start until the course is clear," which gives one a vivid idea of what, to us, might be called the amateurish fashion in which sport was carried on.

Ascot at this time was essentially a subscription race meeting, even the smiths being required to contribute. "No smith to plate any horse but who subscribes 10s. 6d. towards the plates, and if two smiths acted jointly, 10s. 6d. each." So runs another rule.

They did not regulate pickpockets in those days. This was left to the crowd who protected one another and got a good deal of fun out of the capture of the thieves. Swell mobsmen and loafers shared equally badly in the hands of the Ascot crowd. A "gentleman" pickpocket whom they caught was dragged to Englemere Pond, where they cut off his prettily dressed pigtail, and then ducked him until he was nearly dead, after which he was paraded several times in front of the stands with a halter round his neck, while all the crowd hooted. By way of final execution he was turned loose and kicked off the course.

Another young fellow, elaborately dressed up in the costume of the day—green suit, high boots, spurs, and immaculate hat—was seized, his clothes pulled to pieces, paraded, and finally handed over to the watch-house.

Royal Ascot

Perhaps the greatest race held during the century on Ascot Heath was the Oatlands Stakes, which was run on Tuesday, June 28th, 1791. The racing world went mad over the event, and people drove down from town in their thousands. Rich and poor, high and low, made common cause in their endeavour to witness the contest. The stakes were prodigious for those days. Forty-one subscribers of 100 guineas each, half forfeit, and the sum actually run for reached the total of 2,950 guineas, made up as follows :—19 starters, 20 paying half forfeit, and 2 declaring forfeit in the preceding July, paid in 25 guineas each. The betting was fast and furious, and it was estimated at the time that nearly a million sterling must have changed hands over the event, the Prince of Wales alone having won more than £17,000 by his horse's success.

The course was two miles, and from start to finish the race was keenly contested, so much so that five out of the nineteen who started were riding all together when nearing the post, but young Chifney, who rode the Prince of Wales' Baronet, by his skill and coolheadedness so piloted his horse that he brought him in a glorious victor by half a length, with Mr. Barton's Express second, and Lord Barrymore's Chanticleer third. The time was 2 min. 33 sec., and the betting before starting was 20 to 1 against Baronet, 100 to 3 against Empress, and 9 to 1 against Chanticleer; while 3 to 1 was laid against Vermin, who was first favourite on account of the small weight (5 st. 3 lb.), but the race was lost to him through the mismanagement, so it was said, of the boy who rode him.

After the race, the King rode up to his son and con-



QATI AND SWEETSTAKES

gratulated him on his success. "Your Baronets," said he, "are more productive than mine. I made fourteen last week, but I get nothing by them. Your single Baronet is worth all mine put together."

Full 40,000 people were present on the Heath, and with the inadequate accommodation and primitive arrangements, the crushing of the crowd upon the ropes was so great that several accidents happened. Considerable disturbance too was caused by some one who had formed expectations of winning and were disappointed, and who attributed their loss to the enormous crowds retarding the horses, and preventing them from getting abreast in the lines. At any rate, order was so badly maintained that the race was transferred to Newmarket in the following year, where it was run for in April, the stakes representing 3,725 guineas—a very considerable sum for those days.

Towards the latter end of the eighteenth century, Ascot assumed a distinction, and fashionable prestige that, in its way, rivalled the splendour and Royal patronage bestowed upon it to-day.

The King invariably attended with Queen Charlotte and his family, and manifested great interest in the sport, especially in the race for the Plate of 100 guineas, which he gave for horses that had been out with the staghounds. His two sons, George, "the first gentleman in Europe," afterwards George IV., and Frederick "the Bishop of Osnaburgh," took active parts in promoting the interest of the meetings.

The course presented then a very different aspect from what it does to-day, and the programme of entertainments

Royal Ascot

would hardly satisfy the requirements of sportsmen at the beginning of the twentieth century.

Here is the record of the meeting of 1793:—

BY ORDER OF H.R.H. THE DUKE OF GLOUCESTER—
LORD WARDEN OF WINDSOR FOREST.

TUESDAY, JUNE 11th, His Majesty's Plate of 100 guineas for hunters, 4-mile heats.

Lord Belfast's brown gelding Forester by Mambrina	1	1
Mr. Goodisson's brown gelding Charles by Highflyer	3	2
Lord Egremont's bay mare by Highflyer	2	dr.

Even betting betwixt the mare and the field, and after the first heat, 7 to 4 on Charles.

The first year of the Prince's Stake of 50 guineas each, h. ft. for 3-year-old fillies, carrying 8 st. ; the new mile (five subscribers).

Lord Egremont's bay filly by Mercury, out of Drone's sister—walked over.

The Macaroni Stakes of 20 guineas each, h. ft. 2 miles (eight subscribers).

Mr. O'Kelly's Musician by Orpheus, aged—walked over.

Subscription of 10 guineas each, rode by the owners, 12 st. 5 lb. each ; 4 miles (three subscribers).

Mr. O'Kelly's horse by Doge	1
Mr. Butler's bay mare	2

WEDNESDAY, JUNE 12th, £50 for 4-year-old colts, 8 st. 6 lb., and fillies, 8 st. 2 lb. ; 2-mile heats.

Lord Oxford's bay colt Transit (late Felix by Mercury)	5	1	1
Mr. Snell's brown colt Loyalty	8	2	2
Mr. Jones's chestnut filly Brandy Nan	4	3	3
Lord Belfast's colt Chaffinch	3	6	4

Institution and Early Growth

Lord Clermont's bay filly Trumpetta	7	7	5
Mr. Anderson's brother to Dare Devil	1	4	dis.
Mr. Nottage's Glancer	2	5	dr.
Mr. Bowes's filly Miss Pratt by Jupiter	6	8	dr.

5 to 4 on the field, and, after the first heat, even betting on Transit.

The first year of a Subscription of 50 guineas each, h. f. for 3-year-old colts, 8 st. 3 lb., and fillies, 8 st.; the new mile (six subscribers).

Lord Grosvenor's chestnut colt by Pot-8-o's, out of Peridita	1		
Lord Clermont's bay colt Amator by Trumpator, out of Aimwell's dam	2		
Lord Grosvenor the favourite.			

THURSDAY, JUNE 13th, The Yeoman Prickers' Plate of £50; weight 12 st.; 4-mile heats.

Mr. Richardson's bay gelding Touchstone by Pantaloon	1	1	
Mr. Rickard's Staghunter	3	2	
Mr. Nottage's Flea	2	3	
Mr. Holland's grey mare Flirt			dis.

£50 for 3-year-old colts, 8 st. 4 lb., and fillies 8 st.; heats; the old mile.

Mr. O'Hara's bay colt Cymbeline by Anvil	1	1	
Lord Strathmore's chestnut colt Hermes by Mercury	2	2	
Mr. Snell's Address by Boston	4	3	
Lord Belfast's chestnut colt Sweetwilliam	3	dr.	
6 to 4 on Cymbeline.			

FRIDAY, JUNE 14th, £50 for 4-year-olds, 8 st. 1 lb.; 5-year-olds, 8 st. 11 lb.; 6-year-olds, 9 st. 3 lb.; and aged, 9 st. 6 lb., mares allowed 3 lb., 2-mile heats.

Lord Oxford's Transit, 4 years old	1	1	
Mr. Snell's bay mare Delta, 5 years old	2	2	
Lord Belfast's Heath Cropper, aged	3	dr.	
2 to 1 on Transit.			

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SATURDAY, JUNE 15th, £50 for horses, etc., that had not won a plate in the year 1793; 4-year-olds, 7 st. 11 lb.; 5-year-olds, 8 st. 6 lb.; 6-year-olds, 8 st. 12 lb.; and aged, 9 st. 1 lb., 3-mile heats.

Lord Oxford's bay horse Bruiser, by Boxer, 6 years	1	4	1
Mr. O'Kelly's Gunpowder, aged	4	1	2
Mr. Parker's Ensign, 5 years	3	2	3
Lord Belfast's chestnut horse Hawk, 6 years	2	3	dr.

5 to 4 on the field; and after the first heat, 7 to 4 on Gunpowder; after the second heat, 3 to 1, he won.

A Handicap Plate of £50. 3-mile heats.

Mr. Harris's Serpent by Eclipse, aged, 8 st. 7 lb.	1	3	1
Duke of Queensberry's Bustler, aged, 9 st.	3	1	2
Mr. Darby's Bashful, aged, 8 st. 2 lb.	4	2	dr.
Mr. Serle's Degville, 5 years, 8 st. 2 lb.	2	4	dr.
Mr. Sawbridge's Emma, 4 years, 6 st. 12 lb.	6	5	dr.
Mr. Richardson's Warrior, 4 years, 7 st. 2 lb.	5		dr.
Mr. C. W. White's Jericho, aged, 7 st. 8 lb.	7		dr.

Bustler the favourite.

A Subscription of 10 guineas each, the new mile, rode by the owners.

Mr. Lee's bay horse, 5 years, 11 st.	1
Mr. Gore's grey horse, aged, 11 st. 7 lb.	2
Mr. Cookson's bay mare, Sal Williams, aged, 12st.	3
Mr. Clerk's chestnut horse, Merry Bachelor	4

It will be seen that the second day's programme consisted of only two items, but when it is remembered that there were three heats of two miles each, and the same horses competed in each heat, it will be understood that some considerable time would be required to get through it.

Racing started at one o'clock precisely, and exclusive

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of the incessant racing for three or four hours, the public dinners, assemblies, at Egham and Windsor, with the gaming tables of every description, afforded a variety of dishes in the feast of dissipation sufficient to pall the most rapacious appetite.

During the meeting the course resembled a small canvas town. In the fortnight preceding the races, about



FASHIONABLE COSTUMES OF THE TIMES

200 booths had been erected, some of them luxuriously furnished, and possessing, according to a writer of the day, all the conveniences of comfortable habitations. These tents stood in the middle of the heath, and the owners had to pay 3 to 5 guineas for permission to erect them.

As Ascot was several miles from the nearest market town, in many of these booths were to be had (at

Royal Ascot

exorbitant prices be it said), provisions, drinks, and every necessary "for the Peer, Peasant, and Lady of Quality."

A feature of Ascot, now happily done away with, was the open gambling that was indulged in. Scattered about amongst the canvas buildings were some dozen marquees devoted to gaming, where every visitor was welcomed, and all could try their fortune with copper, silver, or gold. These gaming tables were usually owned by three or four proprietors who, somehow, arranged matters that the profits fell to the establishment, while the losses were pocketed by the "braves" of the time. The tables were licensed by the authorities, who levied a charge of as much as 12 guineas a table, and in 1796 let the gold table for the sum of 40 guineas, the money thus obtained going towards the Prize Fund.

In place of a Grand Stand stood a row of some thirty to forty towering booths, in which were gathered the flower of English nobility, beauties of the first distinction, and the most celebrated personages in the Kingdom, together with the pick-pockets, sporting blacklegs, and well-known "sharks" that added a spice of risk and adventure to the proceedings. The King and his family occupied two elegant marquees, specially erected for their reception. In fact, Ascot was quite as fashionable then as it is to-day, and the scene when the King and Queen, with the Prince of Wales and their retinue, passed between the lines of booths was one of great magnificence.

Another feature, and one that to some extent we have lost sight of since the advent of railway travelling, was the extraordinary collection of vehicles gathered near the course, the gorgeous turn-outs from London, the coaches,

waggon, carts, gigs, hacks, and cart-horses, that brought in the concourse of people from almost every part of the country, without respect to distance. As for accommodation for sleeping, every town, village, hamlet, and farm-house was filled with pleasure seekers and others attending the races, so that the inhabitants of Egham, Staines, Windsor, Bagshot, Wokingham, and Sunninghill, made carnival during the week, and by exorbitant prices laid in a harvest to last them until the next merry meeting.

Unfortunately, every bright picture has its dark side, and it would not be a true description of an Ascot meeting in the gay days of George III. were we not to add that after the sport, as the night drew on, every form of vice was freely indulged in, and in a manner the mere repetition of which would shock our present tastes. At the same time this state of things must not be attributed in any degree to the excitement of the races, but rather to the loose state of Society existing during the latter half of the 18th century. Nor was this all; footpads and highwaymen infested the public roads, and robberies and murders were frequent. A visit to Ascot in those days meant considerable expense and some risk, for it was no infrequent thing for a successful winner returning to town in his coach with his lady friends to be "held up" by highwaymen, and be obliged to hand over, not only all his winnings, but the jewellery and trinkets of his fair companions.

George Slingsby, a fairly well-to-do master bricklayer in Windsor, chanced to be a favourite with His Majesty, and it was about this time that he applied to the King for permission to erect a permanent Grand Stand, that would

afford a good view of the races and become a source of profit as well. On obtaining the Royal consent, a structure was erected capable of holding about 1,650 persons, and was in use till 1838. Slingsby painted the Royal Arms over his shop as "Builder to His Majesty," and he died a rich man.

In the race for the £50 Plate for 4-year-old colts, on the second day of the 1793 meeting, during the third heat, considerable excitement was caused by a very remarkable accident that befell Mr. Anderson's "brother to Dare Devil," who had come in a good first in the first heat. As the horse was nearing the King's Stand he was seen to falter, and then pull up suddenly, throwing his rider some considerable distance without, however, falling himself. Several bystanders ran forward, and upon examining the horse it was found that he had broken both his forelegs and had galloped nearly twenty yards on the stumps, when he came to a dead stop. The accident was so serious that it necessitated his receiving a kindly *coup de grace* there and then. Owing to a severe drought the ground was very hard, and it is supposed that this dislocated the fetlock joint of the off leg, and, in running at full speed, the near leg, just above the same joint, was completely broken.

Great were the rejoicings and many the festivities that attended the race meeting of 1794. The news had just been received of Lord Howe's glorious victory over the French fleet off Ushant, and the excitement was at fever heat. When their Majesties, with Prince Ernest and the Princesses Royal, Augusta, and Elizabeth arrived on the scene, having specially driven down from London to be

present at the races, the enthusiasm and cheering were tremendous. The attendance was unusually large, and most of the leaders of the Turf were present. Among the principal personages were the Duke of Grafton, Marquis of Lorne, Lords Grosvenor, Clermont, Barrymore, Jersey, Walsingham, and others. Spite of the auspicious conditions of victory, fine weather, and royal patronage, the sport was very poor, and there was no race calling for special note. When driving down the lines in the royal train of carriages, an accident befell the Princess Elizabeth and her two ladies in attendance, the Ladies Carolina Waldegrave and Charlotte Bruce, who were in the carriage with Her Royal Highness. The leading horses took fright at the cheers of the crowd, and so much affected the shaft horses that they nearly overturned the carriage, and then bolted. Her Royal Highness and her attendants, thanks to the prompt exertions of the crowd, were quickly extricated from their perilous position with no more injury than a severe shock.

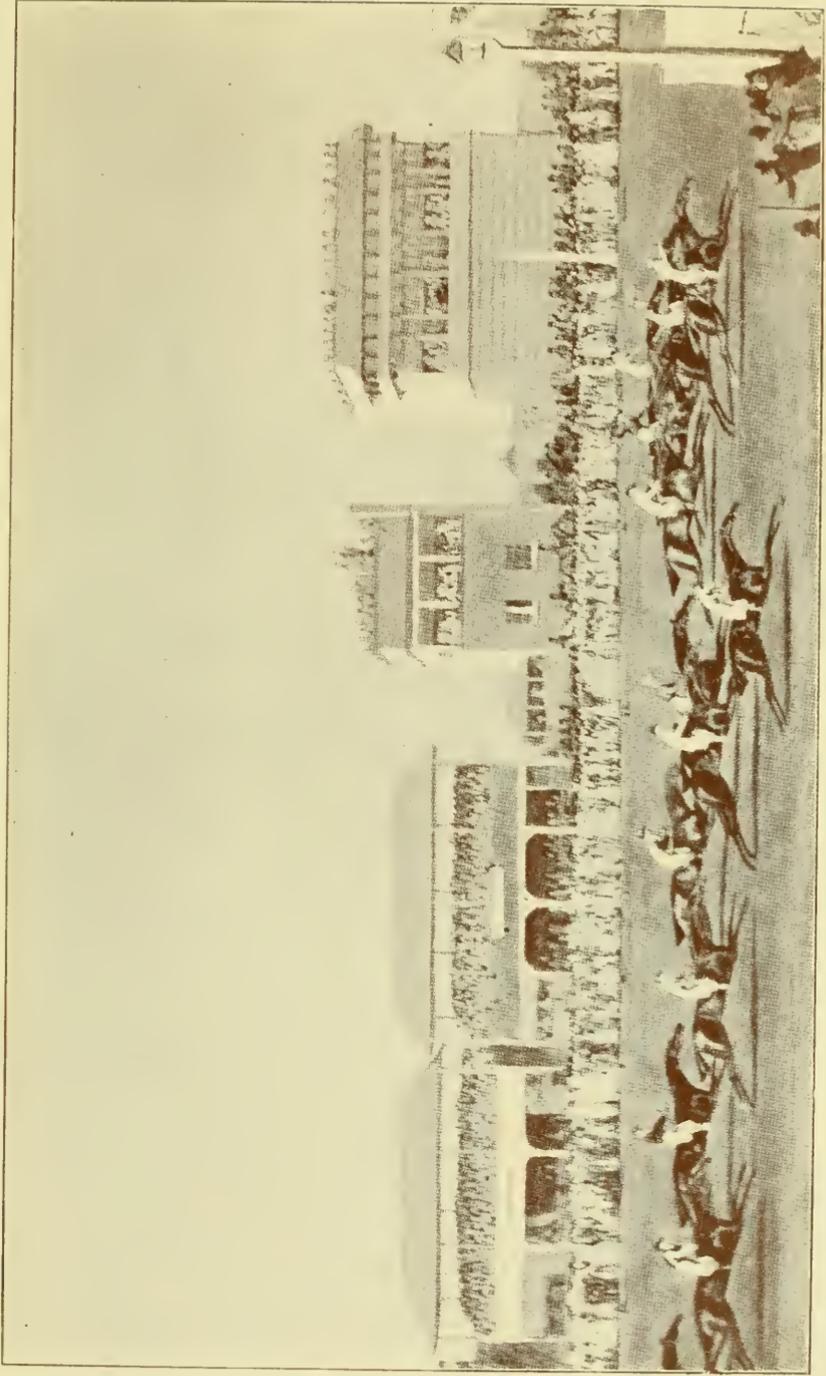
That was in 1794. The following year the rejoicings were over, and the troops and the ships had returned home. Lord Howe's victories were obscured, and the people were called upon to do their part in the extension of the Empire. And their share was to pay the bill Parliament presented. Taxes and duties were imposed, and the poor British public was sad. It even affected Royal Ascot, and a Mr. Graves, who arranged the popular balls at the Assembly Rooms in Egham, was under the "disagreeable necessity," to use his own words, "of raising his charges owing to the high prices of provisions and the new duty on wines. Prices would, therefore, be—gentle-

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men's tickets, 12s., ladies' 9s. And still the sun shone and the races were run, and, as it proved, the sport was better than usual, and the brilliant company which included their Majesties, with the Prince and Princess of Wales and most of the Royal Family, were entertained on the Thursday with six as fine heats as were ever run, and so well were they contested that it was with difficulty that the winner of either plate could be declared.

There was an exciting incident in the closing meeting of the last century over some trickery in one of the gambling booths. It appears from a report at the time that a gentleman's servant entered one of these tents, and staking his money on one of the E.O. tables, lost not only his money, but his watch and everything about him. He denounced the proprietors of the booth as rogues and thieves, whereupon a riot ensued. The owners of the other booths joined their companions in misfortune, and the whole gang fell upon a sergeant and his men, and cut and bruised them so severely that a party of Light Horse had to be sent for from Windsor, and it was not until their appearance that the upholders of law and order were rescued. Many arrests were made, but only three could be identified as having taken part in the disturbance; these were sentenced to long terms of imprisonment, and so great was the feeling against them, that they had to be conveyed to the Berkshire county gaol in a coach and four, under an armed escort of Light Horse.

This did not cause the authorities to prohibit the gaming saloons on the Heath, although, a few years previously, owing to the brawls and fights that took place in Windsor, notices were posted in the streets by order of the Justices,



From a Painting by J. Pollard

ASCOT GRAND STAND—THE COMING IN

End of 18th Century

● Institution and Early Growth

signed Robert Cole, Town Clerk, to the effect "That no E.O. or other gaming tables would be allowed at Windsor during the Ascot Races."

Looking back on the racing during the closing years of the 18th century, it will be noticed that improvement had been made and that the business of the course at Ascot was conducted with much better order. To mention but a few items drawn from the Rules will show this:—

"All disputes to be determined by the Steward."

"No stalls or gaming tables to be erected between the Betting Stand and the Winning Post."

"If only one horse enters for a race, owner to have 15 guineas; if two, 8 guineas each, and their entrance money returned." And another year (1798): "If one horse, etc., enter, the owner to have 10 guineas; if two, 6 guineas each, and entrance money returned; but this is not to extend to any horse, etc., entering at the post, as they will not be entitled to have any more than their entrance money returned."

"By particular command, no person is permitted to have stalls or tables of any description whatever for the purposes of gaming above the Betting Stand."

"Any rider wearing colours other than those declared, without previously declaring it at the Betting Stand, to forfeit 10s. 6d., and in default of paying forfeit to the Clerk of the Course when demanded (to be accounted for to the Treasurer for the benefit of the Prize Fund), such rider to be excluded from riding for any of the Plates at Ascot Heath Races for the following year."

"All grooms neglecting to bring horses out and have them ready to time, shall forfeit 10s. 6d. each horse, such forfeit for the benefit of the Fund."

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Two-year-old races first came into vogue during George III.'s reign, and found a permanent place in the Ascot programme from the year 1796, when, in a race for a sweepstakes of 20 guineas each, with 10 guineas added by the Steward, His Majesty's brown colt Peeping Tom came in first, the course being the last third of the new mile. These 2-year-old races had at their inception many devoted partisans, embracing both the old racing men and the more speculative and wilder spirits of the younger generation. Foremost among them might be mentioned the Prince of Wales and his tutor (Lord Clermont), the Duke of Queensberry, Lord Barrymore, Mr. C. T. Fox, Lord Derby, and others.

As one reviews the social aspect of a race meeting in George III.'s reign, and notes the gay doings of those days, one is struck with the diversity of the entertainments that were in vogue. We have already referred to cock-fighting, gaming, balls, etc., that formed so important a part of the summer attractions; but it appears that, in addition to these diversions, wrestling, prize-fighting, and even duels were indulged in. After the races were over at Ascot in 1784, a duel with pistols was fought near Cranford Bridge between Mr. Rose, of Kingston, a brewer, and the noted Dick England. Mr. England had won from Mr. Rose at play a sum of £200, and Mr. Rose, suspecting that the dice were loaded, refused to part with his money and a quarrel arose. Meeting on the Ascot course, high words ensued between them, and they agreed to settle their difference next day. A brace of pistols was discharged without result, when the seconds tried to interfere, but the combatants were not to be coerced, and were

quickly at it again; with the fourth shot Mr. Rose fell mortally wounded, the bullet entering his side, and although medical aid was at hand, he gradually sank, and in a few hours died.

While mentioning the extra attractions of the Ascot meeting, one must not forget the public breakfasts for "the nobility and gentry" that were arranged in Windsor, Sunninghill, Egham, etc. These breakfasts, as well as the balls and suppers, were held during the race week and throughout the season. In 1799 we find an announcement of Mr. John Marshall regarding a public breakfast to be held at Sunninghill Wells, on Monday, June 10th, and every following Monday during the season, and adding, as a special new attraction, "a Billiard Table."

Considering the universal use that is now made of umbrellas, the following notice of an umbrella "lost, stolen, or strayed" on the course at Ascot in 1797, appears to us very strange; but it must be remembered that in the eighteenth century they were still somewhat of a novelty and of most clumsy structure, and the thought occurs, how did all the fair ladies manage to keep their complexions when parasols were only for the very few? The notice referred to tells its own tale. "Out of a gentleman's carriage on the race course was stolen a gentleman's patent umbrella, mounted on a strong bamboo cane, having a tuck within side, with an engraving round the top of the cane in a circle, 'Hon. Col. Cosmo Gordon.' The covering of the umbrella is dark brown Padua silk, on springs of copper, and when not opened is confined by a sliding spring. It is requested that if any one offers it for sale, they will stop it and com-

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municate with Mr. Burton, 'King's Head,' Egham. A reward of one guinea, if brought to the 'King's Head,' within a week." The chronicler saith that a woman dressed in a scarlet cloak was seen alighting from the carriage.

Amongst the prominent racing men of this time there was none more ambitious nor more risky than the young Prince of Wales, who afterwards became George IV. He appears to have made a sorry business of his first years on the Turf; first of all by pecuniary embarrassments, from which Parliament kindly released him, and a few years afterwards by "the Escape affair" at Newmarket, when his jockey, Sam Chifney the elder, was charged with riding Escape "booty," and was "warned off" by the Jockey Club. The Prince, who defended his servant and refused to believe in the accusations, on being requested by Sir Charles Bunbury, on behalf of the Jockey Club, to cease to employ Chifney, or no gentleman would run against him, ceased his connection with Newmarket forthwith.

The Prince did not enjoy the restrictions imposed by his august position, and liked nothing better than to engage in some escapade with his bosom friends or play some practical joke upon members of the Court. It was a common sight to see him on the way to Newmarket astride the near leader, with the great orator and statesman, Mr. C. J. Fox, on the near wheeler of the Royal coach and four, the postboys luxuriously riding inside. On another occasion, much diplomacy and many apologies were necessary to calm the feelings of the Duke of Orleans, whom he upset into the pond in front of the palace at Newmarket, before which the French Duke was standing looking at the gold fish.

The Royal Family have always been staunch patrons of the race meetings on Ascot Heath, and the example set by George III. has been carried on by his descendants. The brilliancy of Ascot week was, and is now, due in a large measure to the interest the Royal house has ever taken in the sport of kings, and, in the opening years of the last century the presence of the old King in his Windsor uniform, with the Queen and Princesses in white in the Royal marquee, drew together a very brilliant and loyal company. The racing itself, however, was distinctly poor and the programme small ; in 1802 the racing started at 1 o'clock and was all over by 4.30. There were, however, a greater number than ever of hazard and gaming tables, and gambling went on until well into the night, and perhaps this was the reason that in the following year a notice was issued prohibiting the erection of any gaming table on the course.

We have seen how Ascot from very small beginnings was gradually assuming an important place of honour in the list of English race courses, and a further step was taken in the ladder of fame when, in 1807, the race for Gold Cup was instituted. The appearance of the Heath was in keeping with the auspicious occasion. An elaborate pavilion and two marquees had been erected for the use of the Queen and Princesses at the turn of the course, while opposite the Judge's Box was another for the Prince of Wales. On the right side of the course was a long row of booths with stands over, and opposite was space for carriages and horsemen.

There was a very large concourse of people, and crowds of sociables, barouches, landaus, and landaulets

Royal Ascot ♀

with two, four and six horses in each. Her Majesty and the three Princesses were dressed in white Spanish mantles—Princess Mary had on a black lace mantle, while Princess Amelia wore a white lace scarf lined with blue—and gipsy hats.

On arriving on the course, Her Majesty was received by the Prince of Wales, dressed in bottle green, and his brothers—the Dukes of York, Cumberland, and Kent—in the Windsor uniform.

Naturally, the principal event attracted most attention. The description was “a Gold Cup of 100 guineas value, the remainder in specie; a subscription of 10 guineas each for 3-year-olds, 6 st. 12 lb.; 4-year-olds, 8 st. 2 lb.; 5-year-olds, 8 st. 12 lb.; 6-year-olds and aged, 9 st. 4 lb.; mares allowed 3 lb. The owner of the second horse to receive back his stake.” The distance was once round the course, and the race was keenly contested. In the result Mr. Durrand’s Master Jacky, a 3-year-old, won by half a length.

In the following year the subscription to this race was raised to 20 guineas, and was for horses that had never won above 100 guineas at one time, $2\frac{1}{2}$ miles. This time the Cup fell to Mr. Fermor’s Brighton, a 4-year-old. The Marquis of Cornwallis, Steward, was in the Judge’s Box on this occasion.

In 1808 Queen Charlotte was present, attended by the Viscountess Bulkeley and the Countess of Cardigan.

It was about 1810 that the idea of Handicap Races was first mooted in preference to the wearisome heats, and the experiment was tried at Ascot in 1813, when the Wokingham Stakes of 5 guineas each for all ages was

instituted; the course was the last three-quarters of a mile, and of seventeen subscribers fifteen ran, the laurels falling to H.R.H. the Duke of York's Pointers, a 4-year-old, carrying 8 st. 7 lb.

In 1813 an Enclosure Act was passed, and the Race-course was specially assigned as part of His Majesty's share of the allotments subject to the important provision contained in the Act that it "should be kept and continued as a Race Course for the public use at all times as it has usually been."

It was a most brilliant scene that greeted the eye on the Friday of the 1814 meeting. The great battles of Vittoria, Toulouse, and Leipzig had been fought, the allied armies had victoriously entered Paris, a treaty had been made with France, and peace reigned again in Europe. The Emperor of Russia, Alexander I., and also the King of Prussia were on a visit to the English Court, and attended the races. The sport was good and the entries large. At about midday every road to the course was thronged, and every kind of vehicle was pressed into the service of conveying fair ladies and smart men to the Berkshire Heath. All the beauty and fashion of town and country were there, and thousands of beautifully dressed ladies mixed with the common crowd in assembling round the Royal Box and saluting its occupants. A thunder of British cheering announced the arrival of the Emperor of all the Russias; he was soon followed by Her Majesty Queen Charlotte, and another burst of applause welcomed the King of Prussia. The cheering was renewed when the Prince Regent next arrived with his brother the Duke of York. The Royal Box was by this time full, and after the crowd

had almost cheered itself hoarse, a universal call from the multitude was given for "Blücher! Blücher!—Platoff! Platoff!" All thought of racing was banished, and the crowd was determined to give the heroes of the hour a genuine ovation. When the Prince Regent, therefore, stepped forward and informed them that neither of the famous generals had yet arrived, calls were given for Alexander, and the Pacificator of Europe came forward and bowed his thanks to the shouts of applause which greeted him. Ere this was over, an attempt was made to start the first race, but it was found impossible to clear the course. Then a carriage edged its way through the crowd, and the gallant Blücher came in for his share of congratulation. Cheer after cheer greeted the grand old veteran as he made his way to the Royal Box, and he who was so cool amidst the cannons' roar was fairly overwhelmed with the intensity of British cheers. So eager were the people to do honour to their Prince and to his guests that all eyes were riveted on the occupants of the Royal Stand, and the crowd fairly turned their backs on the horses as they passed. Anon the Prince Regent informed the onlookers that General Platoff was approaching on horseback, and asking that way might be made for him. This was like a match to a powder magazine; there was a movement throughout the crowd, and as the brave Platoff made his way with difficulty towards his august host, the people thronged round him, shouting compliments and cheering, ladies and gentlemen seizing him by the hands in their eagerness. After the Prince had placed the two generals in front of the box, and three lusty cheers had been given, racing commenced. The first race

was the Billingbear Stakes of 100 guineas, and was won by the Duke of Rutland's Medora, the winner of the Oaks. She was a hot favourite at 5 to 1 on.

Sport was suspended after this race while Marshal Blücher, accompanied by the Duke of York and Mr. Lake, rode down the lines of booths, a difficult matter owing to the pressure of the crowd. Again the gallant Marshal was greeted on all sides with exuberant cheering, the ladies waving their handkerchiefs, while those near seized his hands and shook them. The Gold Cup was a fine race. There were seven starters, Mr. Balson's bay mare Prantes pulling off the victory. When the royal visitors left it was with difficulty that the crowd were restrained from taking the horses out of the carriage and pulling the occupants to Windsor Castle.

A change was made in 1818 in the race for the King's Guineas; instead of hunters, it was run for by racers, and decided in one heat.

Mr. Calley's Champignon scored well in the 1820 meeting, carrying off the Oatlands Stakes of 30 guineas, for which 16 declared forfeit and paid 10 guineas each, and also coming in first for the Gold Cup in an exciting race. 7 to 4 was laid on the Duke of York's Banker, and any odds against Alpha, but the Banker could not stand the pace, and although coming in a good second, Champignon was victorious by a length. After the Oatlands Stakes, Champignon became the property of Mr. Fraser.

Following the races a fight was held in front of the betting stand, which was crowded, between a man named Lilley, and Gardner, a fellow of superior weight. The

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battle lasted 47 minutes, and both combatants were severely punished. It was not until the 30th round that Lilley was knocked out.

Great interest was manifested in a fine race that took place for the Albany Stakes in 1822, the Duke of York's Moses, the winner of the Derby for that year, having to carry 5 lb. extra, and run against his opponent Stamford, who was beaten by three or four lengths for the Derby. It was considered a fairly equal race, and so it proved, for until the horses were nearly home the chances were equal, then Goodison let Moses loose, and he won by a length.

During the declining years of his father's reign, the Prince of Wales had acted as Regent, that is to say, from February 5th, 1811, to January 27th, 1820, and in this period, as throughout the remaining years of his life, he indulged his passion for horse racing to the fullest extent. He would buy any and every horse of any value, giving any price—on paper, but was not so ready nor so able to pay in coin of the realm. He became the owner of the three best long-distance horses in England—Zinganee, The Colonel, and Fleur de Lis. Ascot came in for the greatest share of Royal favour, and the King frequently ran his horses there, either in the name of Mr. Delmé Radcliffe, Mr. Warwick Lane, or Mr. Charles Greville.

It was after he ascended the throne as King George IV. that he instituted the Royal procession, when he rode on the course up the New Mile in a coach and four with a splendid retinue, and attended by the Master of the Buckhounds, Lord Maryborough. A writer of the time says: "The King's equipages afforded a great treat. The different sets of coach horses were an honour to the country

that bred them, and the uniform cleanliness of the servants and their appointments did infinite credit to the person who was at the head of the establishment." The rapturous acclamations with which the good people received their monarch created a great impression at the time.

A note regarding the sport of 1824 mentions that the racing was good, the attendance fair, and that the King attended in state and ate potted meats and fruit at the Royal Stand.

A question for the Jockey Club was raised after the race for the Wokingham Stakes in this year. H.R.H. the Duke of York's b. c. Orion came in first, and Philip second. After a false start had been



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declared, it became a question for the Jockey Club to decide in what way bets were to be settled. Before the false start they were 12 to 1 against Orion, afterwards 5 to 4 against the field; the decision was that bets should only stand against such horses as started the second time, excepting, of course, any p.p. bets. The incident was discussed at a subsequent meeting of the Club, and a resolution passed that in future "when the horses which

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are brought out to run for any plate, subscription, or sweepstakes are called upon by the person appointed to start them to take their places for their purpose, the owner of every horse that comes up to the post shall be considered as liable to pay his whole stake, and all bets respecting such horses shall be considered as play or pay bets."

The race for the Cup in 1828 was a brilliant event, seven horses came to the post, having paraded before the Royal Stand for His Majesty's gratification. The King had two horses entered in the name of Mr. Radcliffe--Fleur de Lis, ridden by Robinson, and Mortgage, who won the Oatlands Stakes in 1826, then the property of the Duke of Portland, ridden by J. Day, but neither were placed. Mr. Scott Stonehewer's b. f. Souvenir was first favourite, but Mr. Monoley's br. f. Bobadilla from the start kept her well in hand. Running at the top of their speed all the way home, the race would probably have ended in a dead-heat, had not Tommy Lye, who had been brought expressly from the North to ride on this occasion, when just coming to the post on the farthest side from the chair, suddenly threw himself forward, attracted the eye of the Judge, and saved the race for Bobadilla by a head only. It was a beautiful race, but it cost a lot of money, as most of the men of business had laid heavily upon Souvenir.

George IV. founded a second race meeting in this year, which took place on the 17th June, only a fortnight after the first. Several good races took place; on the first day, in a sweepstake of 100 sovereigns each, h. ft., for 3-year-olds, Lord Sefton's br. c. Juryman (Robinson up) ran a neck-and-neck race with Mr. Thornhill's ch. f.

Bee-in-a-Bonnet, resulting in a victory for his lordship by a neck only. In the race for His Majesty's Purse of 100 guineas for 4-year-olds, 3 miles, an accident happened to the Royal owner's ch. f. Maria, ridden by Robinson. Owing to a rope which went across the course to keep out horsemen not being lowered at the proper time, the mare was thrown against a post, and her rider severely bruised. The winner, Mr. Maberley's b. h. Monarch, was also driven out of the course.

When George IV. was King, Ascot presented a different appearance from what it did in the reign of George III., and again very different from what it is to-day. "The Magnificent" was one of the sobriquets the King received, and magnificent was Ascot in the last years of his reign, when as a contemporary, bursting into verse, writes:—

The King came on the course in a carriage and four ;
He alighted with firmness of step from the coach,
To the joy of the thousands who hailed his approach.
With a dignified bow and a wave of the hand,
He approached to the stairs and ascended the stand ;
He appeared in good health, and in short quite the thing,
And the multitude shouted, "Long, long live the king!"
He was dressed in a plain blue surtout with a star,
And looked better, 'twas noticed, than last year by far.

In describing the scene on the course, an eye-witness gives the following graphic, if not over polite account:—

"The crowd was intense, like the heat ; splendid, genteel, grotesque ; many in masquerade, but all in good humour—dandies of men, dandies of women ; lords with white trousers and black whiskers ; ladies with small faces, but very large hats ; Oxford scholars with tandems and randoms ; some

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on stage-coaches, transmogrified into drags—fifteen on the top, and six thin ones within; a two-foot horn; an ice-house with cases of champagne; sixteen of cigars; all neckcloths, but white; all hats, but black; small talk with oaths, and broad talk with great ones, cooled with ice and made red hot with brandy and smoke; all four-in-handers; all trying to tool 'em; none able to drive, but all able to go with the tongue. An Oxford slap-bang loaded in London; Windsor blues freighted at Reading; Reading coaches chockful at Dorking; a Mile End coach-waggon; German coaches; Hanoverian cars; Petersburg sledges and Phætonees; St. James's cabs; Bull-and-Mouth barouches, waggoned by Exeter coachmen. No place, no amusement, no holiday-making is so enchanting to the softer sex. Gentle and simple, grave and gay, all are on tiptoe of joy, and out jumps nature from both ends—eyes and feet. Lords' ladies tastefully costumed with roses, and lilacs untainted, or rather unpainted by Bond Street; farmers' daughters and farmers' wives sparkling in silks, rosy in cheek, tinted by soft breezes and bottled ale."

It was said that Cup Day, 1829, surpassed anything previously seen at Ascot, both in point of numbers, elegance of dress, and rank in life. The value of the horses for the Gold Cup was considered by competent judges to be worth £45,000; and included two Derby winners, one winner of the Oaks, one winner of the St. Leger, and the winner of the Cup in the previous year. The value of the Cup was 100 sovereigns, the stakes 340 sovereigns after the second horse had withdrawn.

On the morning of the race, Lord Chesterfield bought Zinganee from Sam Chifney for 2,500 guineas, which

greatly increased the interest. There were eight starters, and after three false attempts, they got away. The race was without incident until the horses came to the rising of the hill, when Zinganee, who had been last, and Mameluke last but one, gradually advanced. Wheatley on Mameluke did exactly as Chifney did; if Chifney took a pull he did the same, and when opposite the Betting Stand they instantly called upon their horses, Zinganee finishing in most beautiful style a length in front of Mameluke. Before the race, the horses paraded in front of the King, and afterwards down the lines of carriages, booths, and stands. The vehicles were packed parallel with the Course twenty deep, right down as far as the turn, and part of the way on the London side. To save space, the horses had been previously taken out, and the carriages left over-night in the care of watchmen, and those who had the misfortune not to be in the front ranks, must have fared badly for a sight of the sport. The Course was in very good condition, and it is said that the arrangements made by Lord Maryborough, as Master of the Buckhounds, were a pattern for other race courses. The match between his Majesty's favourite mare Maria and Lord Sefton's Souvenir, in which Maria was victorious, created much interest, and greatly pleased the populace.

The last race on the Friday was a £50 Plate for horses of all ages—the best of heats—and although starting with 11 competitors, the fourth heat was a fiasco. Mr. Day's bl. m., Busk, was first in the first heat, but was beaten in the fourth by Lord Mountcharles' b. c. Coronet; Tokay, who won the second heat, having given up. Night, however, had fallen ere the race was concluded, the company had

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made for home, and Lord Maryborough declared that never again should there be heats for a plate. And there were no more at Ascot.

In the "Memoirs" of Mr. C. C. Greville, some very interesting sidelights are thrown on the racing at Ascot. In his official capacity of Clerk to the Council, a position he held under three sovereigns, he had abundant opportunity of coming in contact with the leading men of his day, and his comments on men and events are both entertaining and instructive. Referring to the race meeting of 1829, he records that he "went to Stoke for the Ascot Races. There was such a crowd to see the Cup run for as was never seen before. The King was there, anxious and disappointed. I bought the winner for Lord Chesterfield, two hours before the race, he having previously asked the King's leave, which he gave with many gracious expressions. The King has bought seven horses successively, for which he has paid 11,300 guineas, principally to win the Cup at Ascot, which he has never accomplished. He might have had Zinganee but would not, because he fancied the Colonel would beat him. But when that appeared doubtful, he was very sorry the horse was not brought him, and complained it had not been offered to him."

We must go back a few years to mention the Royal Stand that was erected in 1822. The stand built by Mr. Slingsby had proved so successful, that it was felt that a permanent stand for the King and Royal Family should be made. Accordingly, under the direction of Mr. Perkins, and from designs by Mr. Nash, a building was quickly erected, consisting of two stories, each story being divided into two compartments. The lower floor was

arranged as reception rooms, and the upper part afforded good accommodation for the Royal Family and suite to view the races. The roof was capable of containing nearly a hundred persons. Our illustration will convey a good idea of its architecture.

The meeting of 1830 was a disastrous one. Rain fell incessantly, the Royal Stand was closed on account of the King's illness, and sport was poor; indeed, the entries for the Gold Cup only numbered ten, barely enough to pay for the prize, and only four horses came to the post. The last was owing to an unwise and most ungracious rule enforced by the King, under which "common fellows"—that is to say, any one



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not a member of either White's, Brooks', or the Jockey Club, were prohibited from competing for the Ascot Cup.

In the following year the Gold Cup was in worse plight, its exclusiveness being so severe that only two horses answered the bell—certainly good horses, but, compared with the meeting of 1829, what a spectacle! Sir M. Wood's b. c. Cetus ridden by Robinson beat Lord Exeter's

Augustus by a head. *Le Roi est mort, Vive le Roi.* The meeting was an important one, in that it was the first after the accession of William IV. The course, too, was in excellent condition, every part equally good, with order and exact regularity enforced by the new Master of the Buckhounds, Lord Anson, there was no riding down of the people, no disturbance on the course, no cracking of whips, and no accidents.

Although not much of a sportsman the King became patron of Ascot Race Course, and at the annual ante-Derby dinner of the Jockey Club, presented the Eclipse Foot, with £200, to be raced for annually by horses the property of members of the Club. The first race for this trophy was contested at the 1832 meeting, Lord Chesterfield's b. h. Priam (Conolly) coming in a winner by two lengths from General Grosvenor's b. c. Sarpedon (Day), who had held premier place as far as the distance.

There was considerable sense in not throwing open this race to the public, in that, as this beautiful relic had to be competed for annually, on some occasion it might have fallen into hands from which there would have been difficulty in recovering it. With the Cup it was different, and the King saw the sense of the feeling expressed, and liberally allowed any one to run for it that conformed to the rules, the consequence being that the enthusiasm on Cup day, 1832, was intense. A dead heat was run on this occasion by Sir M. Wood's Camarine and Mr. Chifney's Rowton, which, in the second heat, resulted in a victory for the former by two lengths.

Immediately after the first race on the Tuesday, an unpleasant incident occurred. The King and Queen had

presented themselves at the window of the Royal Stand, when an old man in a sailor's dress was seen to hurl some stones at His Majesty, one of the missiles striking him on the hat. A cry of alarm was raised, and the assailant was immediately secured, and great relief was felt when the King reappeared at the window and it was found that he was none the worse for the occurrence.

Quoting again from Mr. Greville's Memoirs, he writes under date June 25th, 1832. "At Fern Hill all last week a great party; nothing but racing and gambling. The event of the races was the King having his head knocked with a stone. It made very little sensation on the spot, for he was not hurt, and the fellow was a miserable looking ragamuffin. It, however, produced a great burst of loyalty in both Houses, and their Majesties were loudly cheered at Ascot. The Duke of Wellington, who had been the day before mobbed in London, also reaped a little harvest of returning popularity from the assault, and, so far, the outrages have done rather good than harm."

A pleasing story is told of His Majesty at this meeting. While the Royal party were waiting for the next race, the King espied a poor gipsy woman and threw her a sovereign. The crowd, mistaking His Majesty's good intention and thinking the coin was intended for themselves, scrambled for it on the ground, and severely handled an officer who tried to stop them. The poor woman had, of course, lost her money beyond hope of recovery; but the King, seeing her distress, sent her by one of his servants a £5 note. Her thanks were profuse, and she was not content until she had gained access to the Royal presence, causing great amusement by showering blessing upon the august head.

This year Mr. Jenner had made great improvements in the course, in rolling and bush-harrowing; and the Earl of Lichfield, who had control of the arrangements, made an advance even upon the order of the previous year.

Although the erection of booths for gambling had been prohibited, it did not prevent incitements to gaming from appearing on the heath—hazard, *rouge et noir*, thimble-rigs, and roulette—and in 1833 all were there, from the unsophisticated cheat of the thimble-rig to the less palpable, though perhaps none the less certain, fraud of the gambling houses. Among the more prominent of these were “La Merveille,” the Royal Pavilion (French roulette), the Oxford Club-house from St. James’s Street, the Newmarket Club-house, etc., and it would appear that they all were patronised to excess, by the fair sex equally with the men. Among those at the select table under the betting stand sat the lovely Lady Chesterfield placing her half-crowns on the board, only to be swept off with the revolving ball.

It was somewhat curious that in the Ascot Derby Stakes in 1834 the first and second were also first and second for the Oaks. In the Royal procession this year were seven carriages-and-four and one phaeton. In the first carriage with the King and Queen and the Duchess of Kent rode the young Princess Victoria. It was her first visit to a race course, and was a surprise to the people. Her appearance was greeted with loud acclamations.

On the morning of the race for the Cup in 1835, great excitement and discontent was caused by a rumour that Mr. Batson would not start his horse Plenipotentiary for the Cup, at the same time assigning no reason. As the hour for the race drew near the rumour became a fact, the

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betting was paralysed, and large sums were lost, with the result that in some cases, instead of paying, "bookies" decamped. In the race Lord Jersey's Glencoe, ridden by Robinson, won cleverly by a length.

The King was not present at the races, his state of health being far from satisfactory; and according to Mr. Greville, he was "in dreadful low spirits, and quite unable to rally."

Unfortunately the closing year of the reign saw a sad falling off in the races. Owing to lack of public money very few horses were entered, and complaints were strongly voiced in the Press of that day regarding the prizes given, as compared with the money collected. Many and various representations were made to those in authority that the ground should be let by tender, the vendor being permitted to take a small fee for every carriage standing in the enclosed space next the rails, and the money thus raised put to augment the stake fund. What the result of these negotiations were we leave to another chapter.

Before leaving this period of the growth of Ascot races it will be interesting to comment on the various courses as they were a hundred years ago. The records show that races run on the New Mile Course started from the east end of the course, by Mr. Fowler's Lodge, and, running straight up the course, ended at the winning-post; the Old Mile was from the north end up the Old Hill to its juncture with the New Mile, and then bearing to the right direct to the post.

The Swinley Course and Mile-and-a-Half ran from the Swinley Post and along the valley to the Old Mile, and through it to the winning-post.

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The Two-Mile was similar, only that the horses started from the winning-post and ran down past the Swinley Post.

For the Two-and-a-Half Miles the horses started from the Half-Mile Post on the New Mile, and thence ran straight up to the Swinley Post, into the valley, and on to the Old Mile, past the junction with the New Mile, and turning to the right, went direct to the winning-post.

The Four-Mile Course was the Two Miles run twice round.

The T.Y.C. or Two-Year-Old Course commenced at the starting-post, near the union of the Old and New Mile, and ran straight up the course to the winning-post.

The following tables will show the exact distances:—

	Inside.			Middle.			Outside.		
	Miles	Fur.	Pls.	Miles	Fur.	Pls.	Miles	Fur.	Pls.
The New Mile	0	7	26	0	7	25	0	7	25
The Old Mile	0	7	32	0	7	37	1	0	11
The 2-Mile, or Circular Course	1	7	24	1	7	36	2	0	8
The 2½-Mile	2	3	9	2	3	21	2	3	33
The 4-Mile	3	7	8	3	7	32	4	0	16
The T.Y.C. (Two-Year Course)	0	3	19	0	3	19	0	3	19

CHAPTER III

SECOND PERIOD.—DURING THE REIGN OF QUEEN VICTORIA, 1837-1901

WE have seen how Ascot received the favour of Queen Anne in 1711, under whose auspices the "round heat" was made; we have followed up its gradual improvement during its first century, seen its vicissitudes under six sovereigns, and now come to its later and most brilliant period during the reign of Queen Victoria.

The progress of horse racing during the Victorian era is marked by many and important changes, and the growth of the sport has been in keeping with the strides that have been made in every other branch of activity. To-day the race meetings are more numerous, there are more owners, and the horses are finer and of greater value; greater attention is now given to the breeding of horses, and many more trainers and jockeys are employed than was the case when Queen Victoria came to the throne. The lovers of the Turf, too, are vastly greater in point of numbers than formerly, and are to be found in every rank and grade of society.

There is no doubt that, during the latter part of William IV.'s reign, Ascot races had been seriously

on the decline; the stakes had been getting fewer in number, and the entries considerably less; the race ground had produced only £350 towards the fund, and there were indications of the whole meeting ultimately going to ruin. When, therefore public attention was called to the matter in 1836, and the Press took up the cry, a movement of advance was indispensable, and improvements and additions, both from the authorities and well-wishers of the meeting were promulgated. The King himself took the matter in hand, and the annual dinner to the Jockey Club was made the occasion for a full discussion regarding the Ascot race meeting.

The dinner was held on June 8th, 1836, at St. James' Palace, and amongst the company were the Dukes of Portland, Rutland, Grafton, Argyll, and Beaufort; the Marquises of Hertford, Tavistock, Conyngham, Graham, and Exeter; the Earls of Lichfield, Errol, Wilton, Jersey, Albemarle, Verulam, Chesterfield, and Uxbridge; Lords Wharnccliffe, George Bentinck, Lowther, Orford, Frederick FitzClarence, Villiers, Charles Manners, and J. Fitzroy; the Honourable Mr. Byng; Sirs John Shelley, William Freemantle, and Andrew Barnard; Generals Grosvenor and Upton; Colonels Peel and Anson; Captain Crosby; Messrs. Thornhill, Sloane Stanley, and Charles Greville. The latter, in his diary, records that the King made a speech about himself and the Queen, and the Turf. "He told us the Queen was an excellent woman, as we all knew, and that of all the societies which he had undertaken, which in his capacity were many and various, we were the most truly British."

Many and various, too, were the suggestions offered

and considered. His Majesty, however, was determined that a radical change should be effected, for it was felt that the decline of the Ascot meeting was in great part due to defective management, and to the fact that some of the past Masters of the Buckhounds had not been sporting men, and had not therefore thoroughly understood the business required of them. Up to this time, the Master of the Buckhounds, by virtue of his office, had been sole Steward of the Races, and was called upon to settle all disputes, and to arrange every detail of the meeting, but the work involved was altogether more than one person could do, and it was therefore agreed that during the race week, the Master of the Buckhounds should be assisted by representatives of the Jockey Club, to wit, the Stewards for the time being, and that they should give him assistance in the settlement of any dispute that might arise in regard to the racing, the conduct of the jockeys, etc., but that all matters in regard to finance and the ordering of the course should remain in the hands of the Master of the Buckhounds as the Royal Representative.

To carry these alterations into effect, Mr. William Hibburd, of Egham, was appointed Clerk of the Course in place of Mr. Jenner, and several new officers were made. The financial side also was freely discussed at the banquet, and several matches and stakes were arranged. In order to supplement the funds, the suggestion that the ground should be let by tender was in a measure agreed to by His Majesty, and the Earl of Erroll as Master of the Buckhounds was instructed to let the ground by auction, in plots, for the erection of booths,

and also as carriage enclosures during the race week—the money thus obtained to be handed over to the prize fund.

The enthusiasm raised at this gathering was contagious. The proprietor of the Betting Stand gave a Plate of £100; the inhabitants of Windsor another £100; the postmasters of London and on the road, a Plate of £80; and the Windsor Members £50. His Majesty, too, added two Plates of 100 guineas each to his usual £200 Plate. All these were new prizes, in addition to the prize fund, which swelled from a meagre £350 to over £1000. Much was also done under the exertions of the Master of the Buckhounds, the Earl of Erroll, and his staunch aide-de-camp, Mr. Hibburd, of Egham, the Clerk of the Course, to improve the turf itself; holes were filled up, rough places made smooth, unevenness levelled, the turf relaid in many parts, new gallops laid out and old ones remade; in short, with the means at disposal, all that was possible was done to bring back to Ascot the glory that had temporarily departed. For the future of the course, this spirit was an omen of success, but as far as the 1837 meeting was concerned, circumstances prevented full justice being done to the increased attractions. Not only did the stars in their courses fight against the undertaking, rain and sunshine, heat and cold alternating, but a great misfortune was impending, which, though it touched the nation at large, must have affected with peculiar poignancy those who had the welfare of Ascot at heart. The King, to whose enthusiasm and patronage they owed so much, had been taken seriously ill, and lay dying at the Castle near by.

Under date, June 11th, 1837, Mr. C. C. Greville gives a vivid sidelight on the illness of the King. He writes :—“ At Buckhurst last week for Ascot ; went on Monday and returned on Friday. On Tuesday the Queen came to the course, but only stayed an hour. They had an immense party at the Castle, notwithstanding the King’s illness. I met Adolphus FitzClarence at the Course, who gave me an account of the King’s state, which was bad enough, though not for the moment alarming ; no disease, but excessive weakness without power of rallying. He also gave me an account of the Kensington quarrel.

“ On the Wednesday, during the Races, it was announced for the first time, that the King was alarmingly ill, and on Thursday the account was no better, and in the course of Wednesday and Thursday his immediate dissolution appeared so probable, that I concerted with Erroll that I should send to the Castle at 9 o’clock on Thursday evening for the last report, that I might know whether to go to London or not.”

Even the journey to the Course was anything but pleasant, and when the cavalcade from London arrived on the heath, so great had been the dust on the road that the appearance of all and sundry was as of a mighty host that had been crossing a desert. Dust was everywhere ; outside the rails it was over the ladies’ ankles, and the principal topic of conversation was—dust.

The very superior character of the racing, however, in some measure made up for the inconvenience of getting there. One of the closest races, short of a dead heat, that had been seen, was run between Mr. Greville’s Mango

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and Mr. S. Stanley's Rat Trap, for a sweepstakes of 100 sovereigns each, h. ft., over the Old Mile course. In the result Nat Flatman brought Mango in first by a neck. At the very last moment Lord Chesterfield withdrew his horse Hornsea from the Gold Cup, creating thereby some feeling of resentment, the horse being fit to go. The Marquis of Westminster's Touchstone, six years, ridden by Scott, was the winner. Remaining with the others for the first part of the course—Touchstone went like an arrow to the front at the turn, and beating Slane at every stretch won in a canter by six lengths. This was the last race that Touchstone was entered for. He was a very peculiar horse, but was noted for his speed. Neither distance nor the state of the ground affected him. He was bred by the first Marquis of Westminster in 1831, and his record was a brilliant one—viz., starts 21, wins 9, walks over 7, and losses 5.

The illness that prevented the King from attending the races in 1837, ended fatally on June 20th of that year, and Alexandrina Victoria, the daughter of Edward, Duke of Kent, and niece of the late King, became Queen of England at the age of eighteen. It was, therefore, a very grand day at Ascot, in 1838, when the royal procession of seven carriages drove up the New Mile, and the Queen, attended by a large party of outriders and yeomen prickers, was joyfully hailed on her appearance by the crowds of her loyal subjects who had the opportunity of thus expressing their good wishes. Her Majesty was attired in a pink silk slip, over which was a lace dress; she wore a white gauze poke bonnet, trimmed with pink ribbons and ornamented with roses

inside and out. The Queen was greatly interested in the races, and showed herself much pleased with the joyful acclamations of her people.

It was the gratification felt at the youthful Queen's presence that saved the success of Ascot in this year; for, in spite of the first-class nominations for the Ascot Stakes and Cup, and the large sums contributed by the fund, the number of competing horses was unusually small. The gathering on the Course was the greatest since Zingane's year, and was exceedingly well ordered, the new police arrangements being most successful.

We now come to an important period in the history of Ascot Race Course itself. Whatever may be said for the arrangements that were made for the accommodation of the racing public, it must be conceded that the buildings in use in 1837 were singularly inconvenient and inadequate; the turf also was bad, and had it not been for the Royal patronage it enjoyed, Ascot would have had no pretensions to rank among the first-class courses. But now the wide and comprehensive improvements which had been commenced under the scheme of the previous year, were to receive much further development.

To begin with, it was felt that the old Betting Stand of Slingsby, erected so long ago, was inadequate for present requirements, and that a permanent Grand Stand of greater capacity was necessary. A site was accordingly selected immediately between the Royal Stand and the old Betting Stand. At the same time, all the broken-down old buildings on the heath opposite the Royal Stand were removed, and a commodious range of buildings was erected on the south side of the course,

just above the site they had occupied on the opposite side. The balcony formed a spacious stand for the Master of the Buckhounds; beneath were weighing and dressing rooms, and an office for the judge; and the roof accommodated trainers and jockeys, and others who had business in this department. A proper judge's box was erected in front.

To carry out the building of the Grand Stand a company was formed with a capital of £10,000, divided into £100 shares, and the constitution of the company provided for the application of the profits realised in the following manner:—A dividend of 5 per cent. to be paid annually to the shareholders; a sum of £500 was then to be devoted to the redemption of five of the shares, selected by ballot, out of the total number. If any money was left after this had been done, it was ordered that two-thirds should go to enhance the value of the prize fund, and the remaining third should be divided amongst the shareholders as a bonus.

It will be seen that this tontine plan of dealing with the shares practically made the stand the property of the fund in about twenty years, and in the meanwhile proved a splendid investment to those of the shareholders who were lucky enough to retain their shares. Strange as it may seem, some considerable difficulty was experienced in getting together the requisite capital. In the end, however, it was subscribed, and the first year's profit represented £700, while a bonus of $2\frac{1}{2}$ per cent. was given in addition to the guaranteed 5 per cent. As, year by year, the number of shareholders became smaller, so the dividends became larger in proportion as the Course prospered, so

much so that the final dividend on the last five shares was £175 each. A considerable part of the money dealt with in the way above described was obtained from the charges made for stands for carriages, erection of booths, betting on the course, etc., etc. The sum obtained from these sources, although in the first two years only representing some £300, rose in the third year to £1,500, and steadily increased. The assistance of Mr. Higgins, architect, was obtained, and his designs being approved, the contract was placed in the hands of Mr. Cuthill, of Windsor, who commenced building at once.

To give some particulars regarding the size and accommodation of the Grand Stand, as it was in 1839, will be interesting. It consisted then of a ground floor, drawing-room, and balcony on the first floor, and a flat roof. Its elevation was 52 ft., its length $97\frac{1}{2}$ ft., or, including the balcony, which extended beyond the building, 121 ft. The ground floor was 90 ft. long, and provided with ten rows of benches rising in tiers one above the other, and was capable of holding 1,200 persons.

The balcony was supported on iron pillars in Corinthian style, and a paved colonnade running beneath afforded shade and shelter from sun and rain for visitors occupying seats on the lawn in front. The principal entrances were at the back of the building, with stairways at the end leading to both balcony, drawing-room, and roof. On the first floor, besides the drawing-room, were several retiring and refreshment rooms. On the ground floor was a spacious saloon, adjoining the betting-room, which was provided with benches and large oaken table; on the left was a similar room devoted to general purposes. The

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roof, which was leaded, afforded accommodation for 1,800 visitors.

The chief stone in the new building was "well and truly laid" by the Master of the Buckhounds, the Earl of Errol, on January 16th, 1839, in the presence of a numerous company of ladies and gentlemen. After a reception in the Royal Stand, his Lordship, accompanied by his co-trustees, H. Seymour, T. R. Ward, and M. Gilbertson, Esqs., Mr. Higgins, the architect, and Mr. Cuthill, the contractor, repaired to the site of the new building, and, after a speech by Mr. T. R. Ward, in which he stated that the new stand would hold 3000 persons, all of whom would have an uninterrupted view of the whole course, the noble Earl laid the stone, and the company then adjourned to the Jockey Club Stand, where luncheon was provided.

The sun of fortune shone bravely on Ascot Race Course in June of 1839. The Queen attended the meeting, the racing was above the average, and the new Grand Stand was opened to the public. Cup Day was the great day of the meeting. Her Majesty, attended by a brilliant suite, drove up the New Mile in full Ascot state, and upon reaching the Royal Stand appeared at the window in front. Her presence there in the heyday of health and girlish eagerness, and with the consciousness even then of her queenly position—the mother of her people—was the signal for the most enthusiastic cheering, which increased more and more as she graciously bowed her thanks and acknowledgments. It was some time ere this spontaneous expression of good-will subsided, and the bell rang for the first race.

The Gold Cup of 300 sovereigns value, added to a sweepstake of 20 sovereigns each, h.ft., showed an entry



Crematy & Loud

of nineteen, but only four appeared at the post. Mr. Pettit's b. c. St. Francis was favourite, and seemed from the start to have got the chances well in hand; indeed, he kept a length ahead until less than a hundred yards from home, when Robinson on Caravan, challenged him, and, by a fine piece of work, came in first by nearly a length.

The Ascot Stakes resulted in an exciting race. Forty-five entered, and there were twelve starters, Mr. Forth's ch. f. by Merchant out of Turquoise, a 3-year-old, being proclaimed winner, with Mr. Dolphin's ch. h. The Skater second. From the



SOME COSTUMES IN THE EARLY FORTIES

start, all the horses kept well together until the distance was reached, when Skater and the Turquoise filly came out, and running neck and neck, finished a grand race in favour of the latter by half a length. Bell, who rode the Turquoise filly—a little boy, almost a child, and only weighing 56 lb.—was universally applauded for his judgment and skill throughout the race. After the event Her Majesty sent for the tiny jockey.

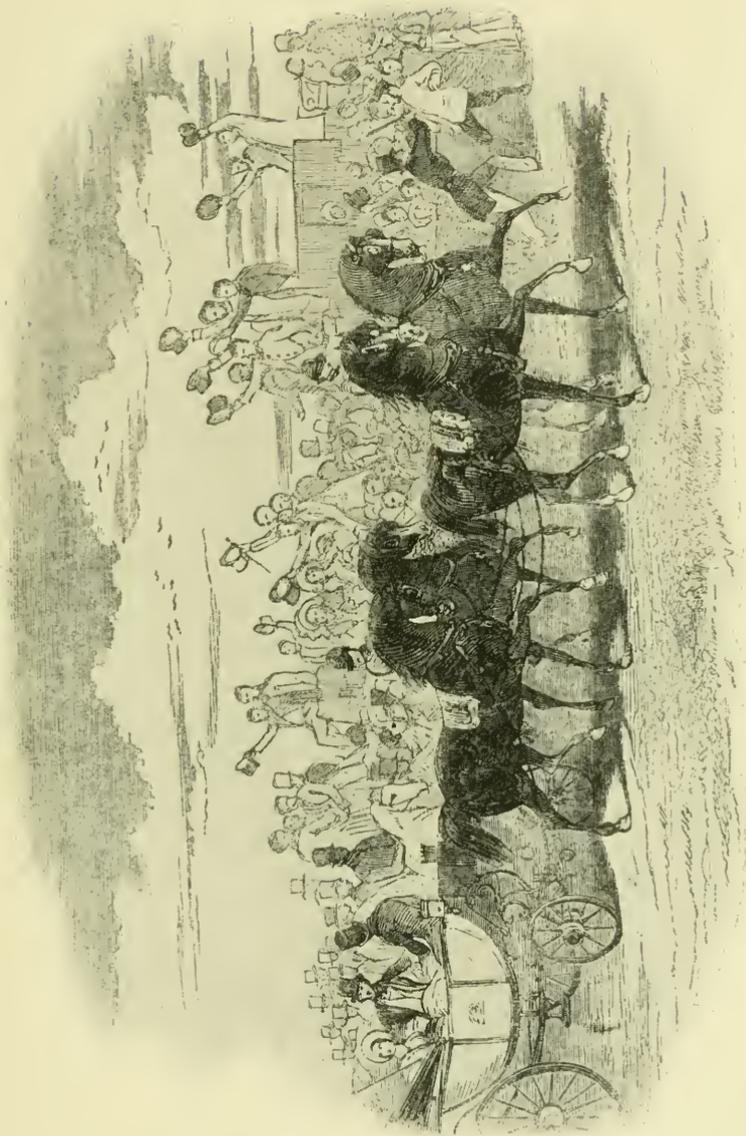
Royal Ascot

He was introduced by the Earl of Lichfield, and the Queen presented him with a ten-pound note. Bell, asked by the Queen what was his weight, caused much amusement by replying, "Please, ma'am, master says as how I must never tell my weight."

An interesting point was raised over the race for the Ascot Derby Stakes. The qualification of Mr. W. Ridsdale's Bloomsbury was objected to, and the stakes withheld until the Stewards should have investigated the matter. On the following day the same horse came in first for a sweepstakes of 200 sovereigns, the same objection showing. The Stewards being unable to decide, the matter was moved into a court of law, and came on for hearing at the Liverpool Assizes on August 22nd, when a verdict was given for Mr. Ridsdale.

There would seem to have been a busy time for the Stewards at this particular meeting. In the first place, besides the above incident, a race for a sweepstakes of 30 sovereigns each had to be run again. Although the horses started fairly, and ran the course through, it was discovered that they had started from the wrong post, thus necessitating the race being contested again, with the result that Defendant, who came in first in the false race, was second to Lord Lynedoch's br. c. Jeffy, in the final. Jeffy, in the first race, came in third.

Again, in the Windsor Castle Stakes of 100 sovereigns, it was hard luck on Lord Lichfield that his horse was disqualified after coming in an easy first, but the conditions of the race were "Winner of Derby, Oaks, or Two Thousand Guineas, 5 lb. extra," and as Corsair had taken the Two Thousand Guineas and had not carried



THE QUEEN AND PRINCE ALBERT DRIVING ON TO THE COURSE IN 1840

the requisite 5 lb., the stakes went to the owner of The Deputy.

“The Gold Vase, given by Her Majesty, added to a sweepstakes of 25 sovereigns each, for 3-year-olds,” in 1838, became in 1839 “Her Majesty’s Silver Vase, added to a sweepstakes of 20 sovereigns each, for 3-year-olds and upwards; two miles.” In 1840 the Gold Vase was again in the Programme, when Mr. Pettit won with St. Francis, and that owner had the remarkably good fortune on the following day, to secure the Gold Cup with the same horse.

It might be mentioned here that, from an advertisement of the Ascot meeting, we find the prices for admission were, Tuesday, Wednesday, and Friday, 5s. ; Thursday, 10s. ; weekly ticket, £1 ; while the 100 shareholders in the Grand Stand had free admission there and to the lawn on presenting their silver tickets, which had been provided by Messrs. Garrard—the makers of the Cups.

On February 10th, 1840, the Queen was married to Prince Albert of Saxe-Coburg-Gotha, and on June 16th, when the Royal couple appeared they were greeted with deafening cheers from every part of the Course. In marked contrast to this demonstration of love and loyalty on the part of the people toward the Queen and her Consort, Lord Melbourne, who was Prime Minister, came in for a perfect storm of hisses and a torrent of abuse.

In the race for the Wokingham Stakes there were eleven starters, and considerable interest was taken in the event. It was won by Lord Exeter’s Hellepont by half a length. The rider of the Nonsense filly caused much comment. He was a little boy barely 11 years of age, and

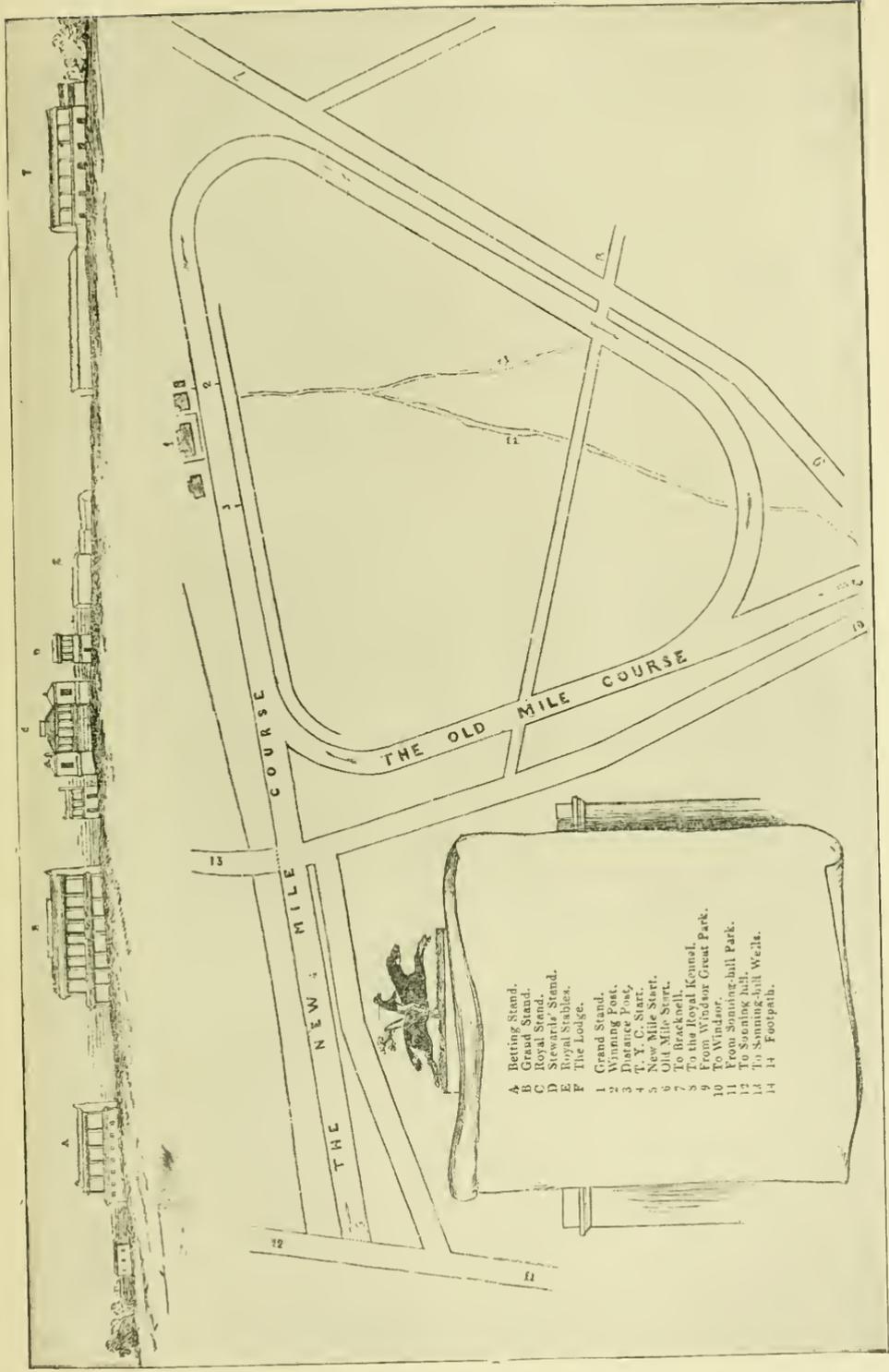
Royal Ascot

weighing only 2 or 3 lb. over 2 st. This was the first time he had ridden in a race, although he had bestrode horses in their gallops.

Several improvements were carried out in the Queen's and Grand Stands in this and the following year: both were redecorated, blinds were fixed to the Queen's Stand, and a shrubbery added to the attractions of the Grand Stand. Another alteration was that part of the running ground which had been objected to by trainers had undergone the process of tanning.

A novelty also was introduced in the way of a black board, placed conspicuously behind the Judge's Box, on which, as jockeys weighed, their numbers (corresponding with the numbers on the official race card) were exhibited, and, as soon as the race was over, the numbers of the winning horses were put up, thereby doing away with all the trickery and confusion that had previously been experienced.

It may be well to mention that in 1843 there was a great deal of unpleasantness felt over an incident that arose through Lord Rosslyn, the Master of the Buckhounds, officially transferring the printing of the Race Cards, which had hitherto been done by Mr. Richard Oxley, of Windsor, to a Mr. Brown. In the 'forties political feeling ran high, and it was alleged by Mr. Oxley that it was because he was the proprietor of a paper which was employed by a Whig Committee, that Lord Rosslyn, who was a Tory, had given the printing to Mr. Brown, who was in the employ of that party. The question caused much excitement at the time, and columns of letters and leading articles appeared, for and against, in the papers of the day.



- A Betting Stand.
- B Grand Stand.
- C Royal Stand.
- D Stewards' Stand.
- E Royal Stables.
- F The Lounge.
- 1 Grand Stand.
- 2 Winning Post.
- 3 Distance Post.
- 4 Royal Stand.
- 5 New Mile Start.
- 6 Old Mile Start.
- 7 To Bracknell.
- 8 To the Royal Kennel.
- 9 From Windsor Great Park.
- 10 To Windsor.
- 11 From Sonning-hill Park.
- 12 To Sonning-hill.
- 13 To Sonning-hill Wells.
- 14 Footpath.

PLAN OF ASCOT HEATH RACE COURSE, 1843

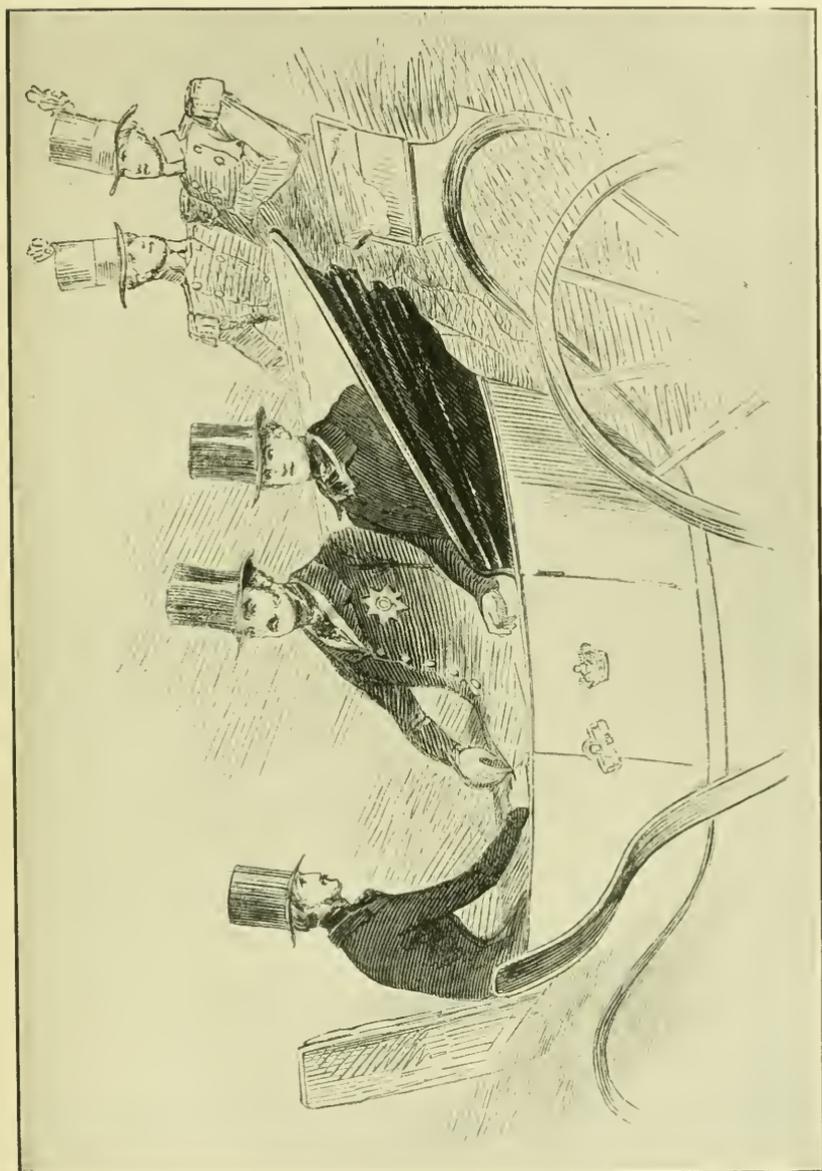
Mr. Oxley petitioned the Stewards of the Jockey Club, who waited upon Lord Rosslyn, but his lordship asserted his right to make what arrangements in connection with Ascot he thought fit, and thus the unfortunate proprietor was left without remedy. A minor result of the action of the Master of the Buckhounds was that two cards were to be obtained at the meeting.

“The Royal Hunt of 200 sovereigns added to a Handicap of 10 sovereigns each, for 3-year-olds and upwards; Old Mile,” is the description in the Calendar of 1843, the first year the Royal Hunt Cup was run for. It produced a big field, 24 horses starting, and was won by Lord Chesterfield’s Knight of the Whistle, 5-year-old, 8 st. 8 lb. (Flatman) beating all others by three lengths. When his lordship’s horse passed the post there was great applause, and congratulations were showered on “the fine English nobleman”—a past Master of the Buckhounds—who was the first winner of the Hunt Cup. At this same meeting, in the race for the Ascot Stakes, 2½ miles, there were 37 subscribers, and a field of 13 met at the ringing of the bell. Mr. F. Millbank’s Teetotaller (Riley), 4-year-old, 6 st. 6 lb. was the winner, Sir G. Heathcote’s Pannakeen (Chapple) dropped dead at the post. The fields at this meeting were prodigious, 181 horses taking part in the 29 races, the stakes for which represented a total of £10,620.

The following year (1844) the Race Card incident was again to the fore. It was a case of Oxley versus the other man, with Oxley as favourite. Handbills denouncing Oxley’s cards were freely distributed on the course; every endeavour was made to persuade and prevent the purchase of his “Correct Card”; the Great Western Railway took up the

cudgels, and prohibited Oxley's cards from being sold at their station at Slough. Nevertheless, the opposition failed. Mr. Brown, indeed, had not been equal to the task, and another printer had supplied the "official" programme; still the public wanted Oxley's, and would buy only Oxley's.

In recollections and reminiscences of Ascot there are some meetings which stand out in special prominence, and that of 1844 is one of them. That stern despot and haughty autocrat, Nicholas I., Czar of all the Russias, was on a visit to this country, and came with the Royal party to Ascot. The Royal procession on this occasion was especially brilliant, and included Her Majesty, the Emperor of Russia, the King of Saxony, Prince Albert, etc. The racing was good, and the meeting passed off in grand weather. The Czar was a keen sportsman, and was delighted with our Royal Race Meeting. The race for the Gold Cup was, of course, the chief item in the programme, and led to a fine match between Lord Albemarle's ch. c. by Defence (Whitehouse), and Mr. Townley's Coranna (Robinson). There was much enthusiasm, and the race throughout was keenly contested; in the end Lord Albemarle's colt passed the post half a length ahead of Coranna. Immediately after the race his lordship christened the colt Emperor, out of compliment to the august visitor, and so flattered was the Czar, and so pleased with the racing, that he asked to be allowed to present each year a piece of plate value £500, to be called the Emperor's Plate, and to take the place of the old Gold Cup. Little did people think then, that within ten years, England would be at war with Russia, and that the battlefields of Balaclava, Sebastopol, Alma, and Inkerman would be dyed with British blood.

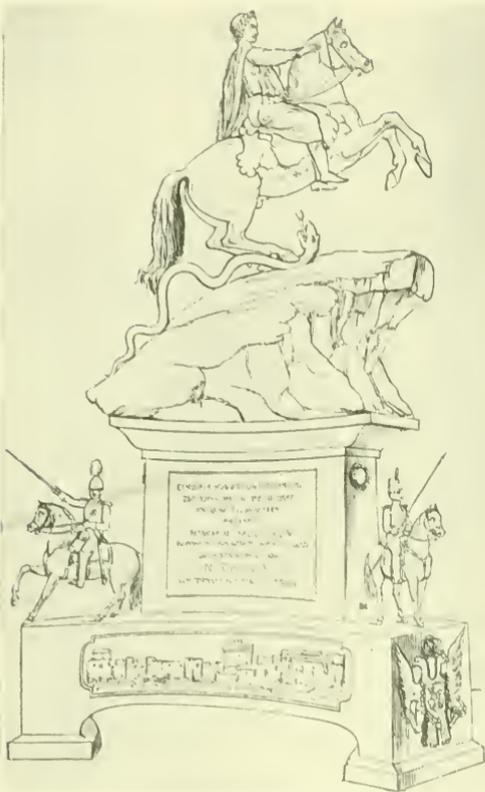


[From a Contemporary Sketch

THE EMPEROR OF RUSSIA, THE KING OF SAXONY, AND PRINCE ALBERT

In the meantime, however, that is from 1845 to 1853, the Gold Cup gave place to the Emperor's Plate. A very

handsome trophy it was that the Czar presented for the inaugural race. It was a reduced copy of Falconetti's statue

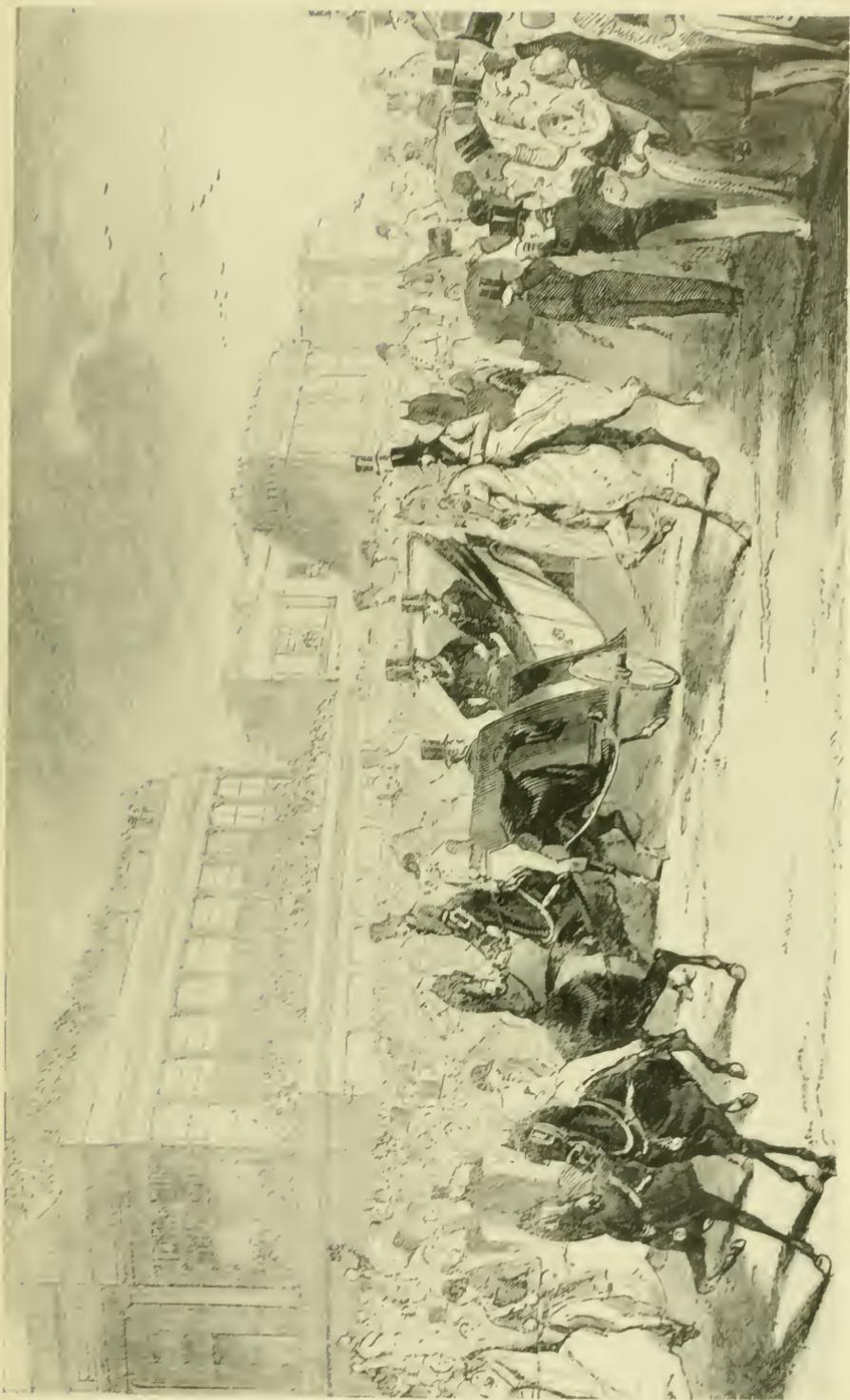


THE EMPEROR'S CUP, 1845

of Peter the Great at St. Petersburg. In the original the figure is mounted on a rock, and in this reproduction both figure and rock were raised on a three-cornered base, on the sides of which were engraved views of Windsor Castle, the Kremlin at Moscow, and the Winter Palace, St. Petersburg. The plate was also ornamented with figures of Russian soldiers.

During the race meeting of 1845 the trophy stood on the table of the drawing-room of the Grand Stand. Naturally there

was much interest over the race. There were 26 subscribers at 20 guineas each, and four horses came to the post. The distance, as usual, was $2\frac{1}{2}$ miles, and there was great applause when Lord Albemarle's Emperor won most gallantly by two lengths, Mr. Irwin's Faugh-a-Ballagh, 4 years old, 8 st. 5 lb., second, and Mr. Salvin's Alice Hawthorn, aged, 9 st., third. The race throughout was



THE ARRIVAL OF THE ILLUSTRIOUS VISITORS. 1844

run at high speed, the Irish pet making the running, with the Emperor second, and Alice in the rear. Alice led at the distance, but was gradually passed, and the post was reached in the order given. After the race the Queen congratulated the noble Earl on having won so gallantly



A GROUP OF JOCKEYS
Chifney, Robinson, Wheatley, and Scott

two years following with the same horse. In 1843 his lordship also won the Cup with Ralph.

In the race for the New Stakes in 1844 Mr. F. Herbert's Bloodstone took the lead from 14 starters, and making strong running all the way, won by six lengths, Mr. J. Day's Old

Royal Ascot

England second, and Mr. Mostyn's Pantasa third. On going to scale, Mr. Day put in an objection against Bloodstone, and claimed the stake on two grounds—first that the winner was a 3-year-old, and secondly that it was wrongly described as being by Bribastes. The objection was allowed to stand until the horse had been examined, when it was given, according to the unanimous opinion of the two veterinary surgeons, Field and Parry, that the horse was a 3-year-old, and it also transpired that Mr. John Newman (the trainer) engaged Bell to ride Bloodstone, and instructed him "to get a taste of Old England, and then pull him up; on no account to win," as the horse had some important engagements, notably the St. Leger. Bell did not like his orders, and after communicating them to one of his masters, determined to do his best to win and expose the contemplated fraud. This he was able to do effectually, and thereby gained for himself an expression of high approval from the Stewards. The stakes were handed to Mr. John Day.

We must pause now for a brief space to call attention to the great alterations for the better that had been carried out in the ordering of the Course by the Trustees since the opening of the new Grand Stand. By far the most radical change was the new regulation prohibiting gaming at the meetings. For years the riots, brawls, and general unpleasantness caused by the class of persons patronising the gaming tables had been a source of annoyance to the well-disposed and fashionable people who attended the races for the enjoyment of the sport. But the new police arrangements made short work with the thimble-rig fraternity.

Rules and regulations were made, penalties imposed, systems adopted, and alterations carried out to raise the



From a Sketch made in 1840

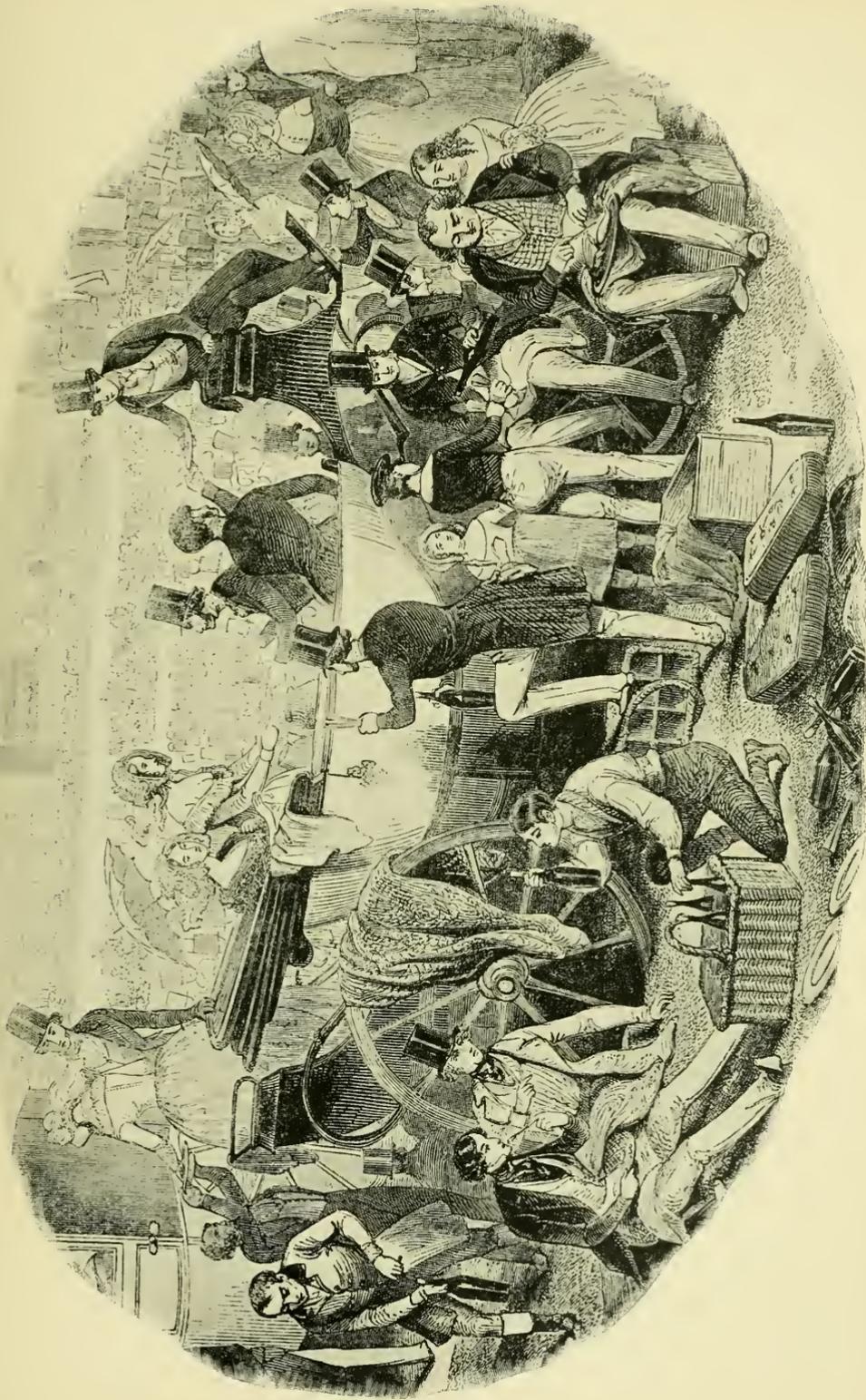
THE ROAD TO THE RACES: THE LONG WALK, WINDSOR

status of the meeting, and ensure good sport with comfort and extra pleasure to the visitors. To this end the weighing

Royal Ascot ♣

room was placed under the superintendence of Messrs. John Day and Death, subject to the direction of the Earl of Rosslyn. Printed rules and regulations were posted up, and penalties inflicted for breaking them ; notice was given " that all defaulters in respect of stakes, forfeits, or bets on horse racing were to be peremptorily excluded during any meeting on the Heath, and if any one gained admittance, on being pointed out to the Master of H.M. Buckhounds or the Clerk of the Course, he was to be expelled by force, if necessary, unless he could produce satisfactory proof that he had discharged all such obligations. The Stewards also gave notice that every such defaulter should not be permitted to name, enter, or run, either in his own name or that of any other person, any horse of which he was either in whole or in part owner, for any Cup, Plate, Match, or Sweepstakes, at any meeting on the Heath ; and in order to prevent defaulters in regard to stakes, forfeits, or bets upon horse racing, from evading this regulation, the Master of H.M. Buckhounds or one of the Stewards of the Jockey Club, if there was reason to suspect that an evasion was intended, could call upon the nominator to produce satisfactory testimony that the horse named was not the property in whole or in part of any person in default ; and if the nominator refused or failed to produce such satisfactory testimony, then the Master of the Buckhounds or Stewards of the Jockey Club were to order the nomination to be erased."

A most excellent rule was that which prevented trainers, jockeys, etc., save those having the privilege of entry, from riding inside the rails. Another regulation compelled trainers to saddle in front of the stands and return to the same spot after the race, and for this purpose a large space to the

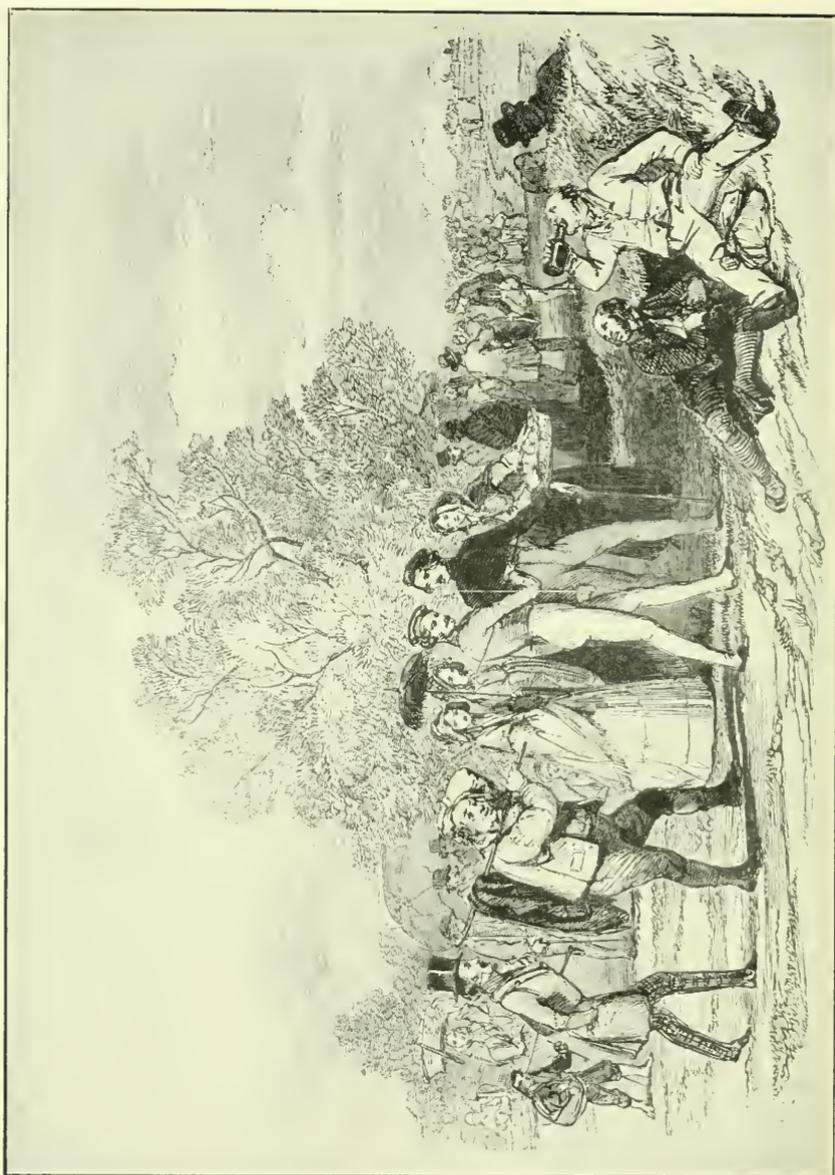


extent of 100 square yards was enclosed in front of the Royal and Weighing Stands, under the direction of Mr. Hibburd, the Clerk of the Course. This added greatly to the comfort of the Royal party, in no longer having a noisy crowd immediately beneath the windows; it was also more convenient for trainers, and gave more time between the heats for promenading on the course.

In 1847 a space in the enclosure, belonging to the Grand Stand, was railed off to form a ring for those who took pleasure in betting. There were also many embellishments, improvements, and alterations in the arrangements of the Grand Stand, which were much appreciated by the visitors.

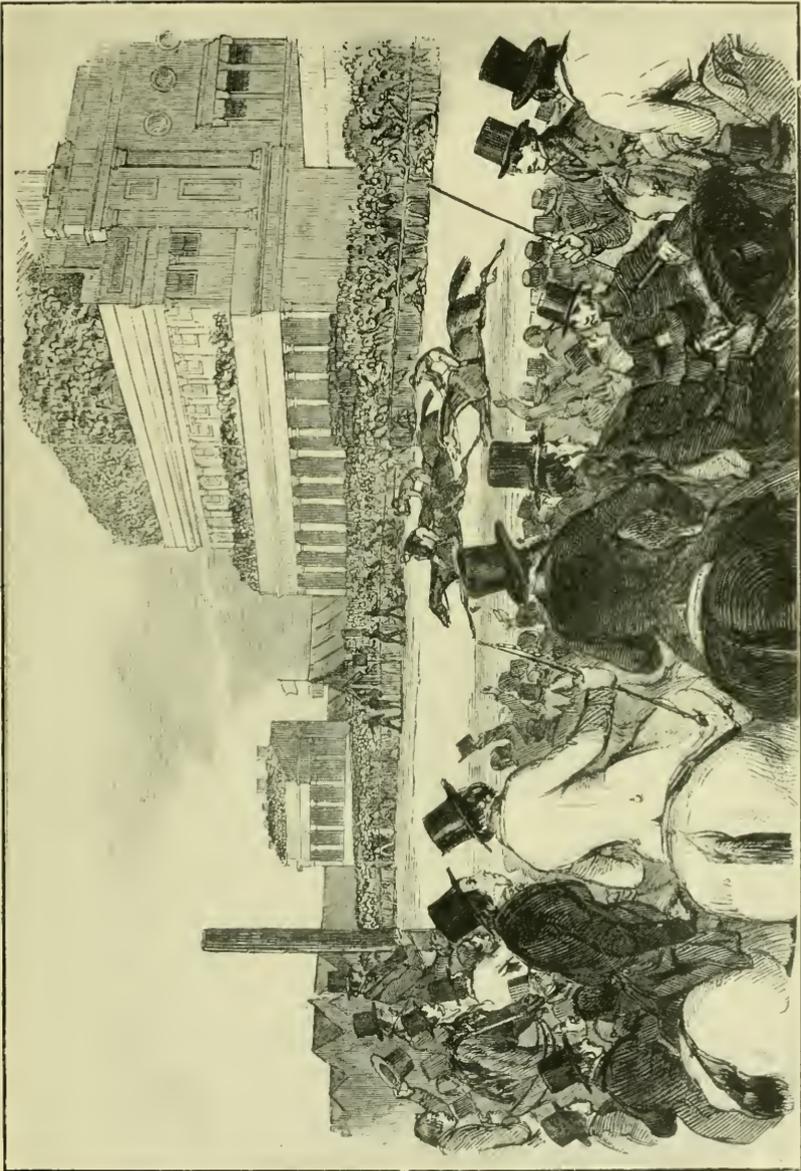
The course, moreover, received attention; and with the judicious use of guano and other manures, became well covered with grass, and was further improved by continuous rolling. It was also arranged that the police should henceforth be in charge of the course. This duty had first fallen upon the staff of Yeomen Prickers of Windsor Great Forest, who ordered things as best they were able. They were succeeded in 1818 by a staff of special constables, organised by Mr. Stanlake Batson, the Steward at that time, and were recruited from the neighbouring villages. They were armed at Mr. Batson's own expense with poles painted blue and striped with red, and for many years after the Metropolitan Police Force had assumed control, the coloured poles were to be seen in the carriage enclosure and other places, where special constables could be advantageously employed.

About this time various changes were made in the officials of the course. In 1843 Mr. Hibburd was still Clerk of the Course, a position he occupied till his death in 1851. Mr. Clark was the Official Judge for the Jockey Club at



A SKETCH ON THE ROAD, 1846

Ascot, Newmarket, and Epsom, in which capacity we find him up to 1852. Mr. Charles Davis, the Queen's Huntsman,



ASCOT IN 1846

was Starter, but was succeeded by Mr. W. Hibburd in 1846, who combined with his manifold duties of Clerk of the

Royal Ascot ♡

Course and Secretary to the Trustees the office of Starter, the duties of Clerk of the Scales being taken by Mr. James Manning.

To take up again our thread of reminiscences. The Queen was not present at Ascot in 1846, owing to the birth of a daughter, and there was consequently no Royal Procession. The "royal" contingent, however, was represented by the Shah of Persia, Ibrahim Pasha, and suite. In the race for the Emperor's Cup Mr. Greville's Alarm carried off the honours.

As if to make up for the poorness of the meeting of 1846, that of the following year was unusually brilliant, the company particularly numerous, the racing good, and the weather bright and free from rain. The royal cavalcade on Tuesday included a great number of eminent personages. Amid waving of hats and vociferous tokens of loyalty the procession passed up the course, headed by the Master of the Buckhounds, Lord Granville, closely followed by the Royal grooms in scarlet, and immediately behind were the open Royal carriages. The first conveyed Her Majesty the Queen, the Hereditary Grand Duchess of Saxe-Weimar, the Grand Duke Constantine of Russia, and the Prince of Lucca; the second—Prince Albert, the Hereditary Grand Duke of Saxe-Weimar, Prince George, the Prince of Leiningen, and Prince Edward of Saxe-Weimar; the third—the Duchess of Sutherland, the Lady-in-Waiting, Viscountess Canning, Baron de Brunnow (the Russian Minister), and the Duke of Norfolk; the fourth—the Duchess of Bedford, the Countess of Assenburg, the Duke of Wellington, and the Duke of Bedford; the fifth—the Marchioness of Normanby, Viscountess Palmerston, Count Revel (the Sardinian



[From a Contemporary Sketch

THE ROYAL PROCESSION IN 1847

Charge d' Affaires), and Admiral de Luthe ; the sixth—Lady Caroline Leveson Gower, the Maids-of-Honour-in-Waiting, and the Marquis of Abercorn ; the seventh—Marquis of Normanby, Viscount Palmerston, Marquis Provenzalia, and the Count de Beust ; the eighth—Lady Augusta Bruce, Le Caron Serge Friedericks, Baron Zigesar, and the Lord-in-Waiting, Lord Camoys ; and the ninth—Le Conseiller d'Etat Haurowitz, Lord George Lennox, and the Groom-in-Waiting, Major the Hon. Alexander Hood, Lord Alfred Paget (Clerk Marshal), Equerry-in-Waiting. Colonel the Hon. Charles Grey (in Waiting on the Grand Duke Constantine) and Captain the Hon. A. H. Gordon (Equerry-in-Waiting on Prince Albert) were on horseback. On entering the Royal Stand, and presenting herself at the window, Her Majesty was hailed with loud cheers. She was in high spirits, and participated in the amusements of the day, not omitting the sweepstakes. The great prizes were exhibited : the Queen's Vase in front of the Stewards' Stand, the Emperor's Cup and the Hunt Cup in the saloon of the Grand Stand. Ribbons and Orders were as rife as on a Levée day ; Fashion, whose most becoming mode is always in the present tense, never attired her high-priestesses more bewitchingly, and the prevailing custom of carrying large bouquets added not a little to the gorgeousness of the scene.

The Ascot Stakes—a very rich affair—brought out a considerable field ; Woodpigeon was first by a neck, with odds 15 to 1 against him. The race for the Emperor's Plate commanded seven champions. The chief interest centred in Mr. John Day's Hero and Sir J. Hawley's Mendicant, at 6 to 4 each, and Lord Waterford's Wolfdog

Royal Ascot

ruling at 12 to 1. The race was run at a high speed, the Hero and Wolfdog keeping together, while the rest sped after. The gallant little chestnut won by a length, every inch a hero!

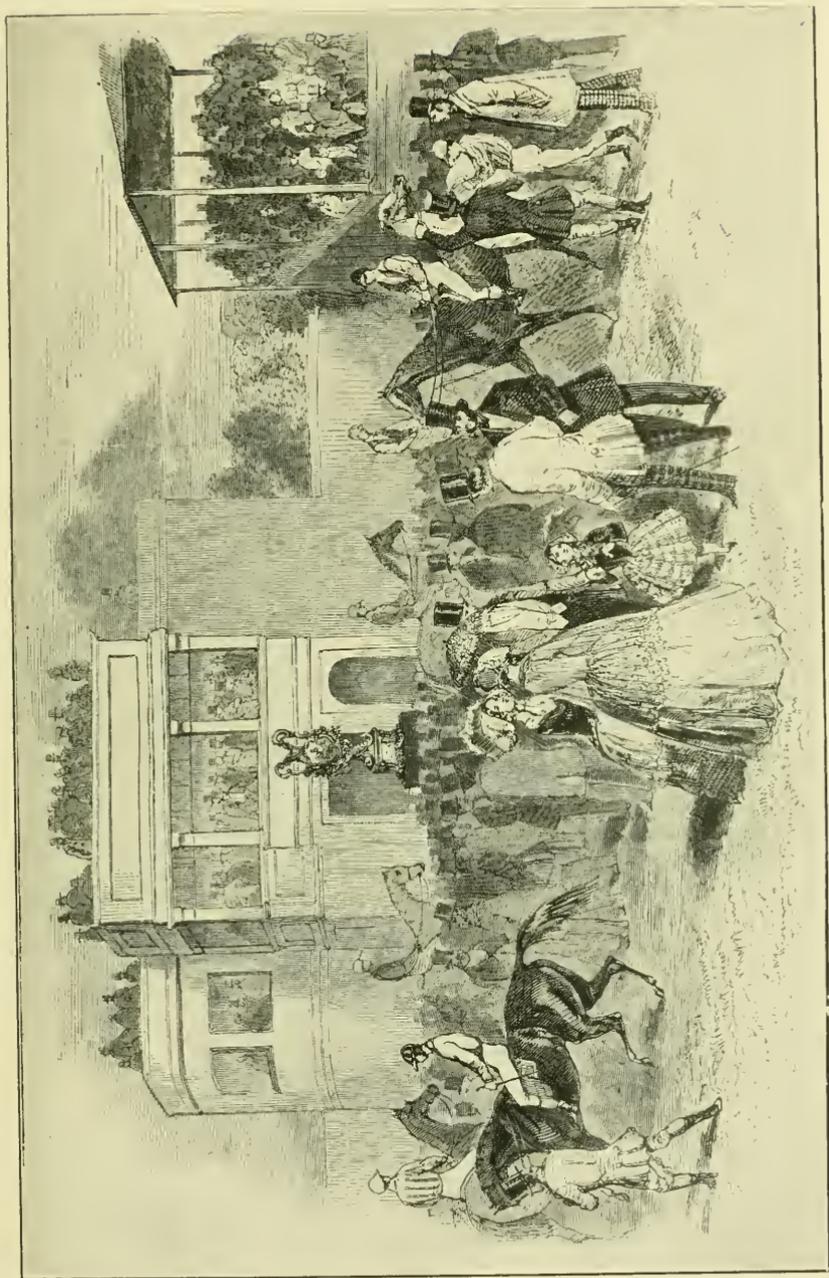
Two matters of minor importance should be noted,

because they materially added to the enjoyment of the visitors. The one was the reinstatement of Mr. Oxley in 1846 as the printer of the official programme. Many blunders and omissions in the "correct cards," together with a late and insufficient supply in the previous year, had caused so much unpleasantness that the officials did well to settle an unfortunate incident by giving back the contract to the original printer. The other was the remodelling of the catering department by Mr. Careless, who had had the office of purveyor for some years. The price



THE EMPEROR'S PLATE, 1846

of the luncheons, too, was reduced, and greater variety and better quality given; and, instead of 7s. to half a sovereign, which had formerly been demanded for the mummy of a rusty old rook, a very fair cold collation could be obtained for 3s. 6d.



THE STEWARDS' STAND, SHOWING QUEEN'S VASE, 1847

• Reign of Queen Victoria, 1837-1901

In consequence of the death of Her Royal Highness the Princess Sophia, there was no Royal Pro-



THE EMPEROR'S PLATE, 1848, REPRESENTING SCENES IN THE LIFE OF PETER THE GREAT

cession, no attendance of the Court, and the Royal Stand was closed for the meeting of 1848. In spite of

Royal Ascot

this fact there was some good racing. Hero, backed at 2 to 1 on, won for the second time the valuable Emperor's Plate out of a field of four. The Royal Hunt Cup brought together 19 starters, and resulted in Robinson, who rode Conyngham, a bay colt belonging to Sir Robert Pigot, bringing his horse in first in brilliant fashion, by a neck.

It was understood that Hero's owner sold the Vase to John Day, jun., who presented it to Lady Mill as a token of gratitude for the protection and assistance given him by her husband, Sir John Baker Mill, during a trying time.

There was nothing special to note regarding the 1849 meeting, if we except the race for the Emperor's Plate on the Thursday. Canezou and others had been scratched, and so four only assembled. They included, however, the winners of the Derby and the St. Leger—viz., Lord Eglinton's br. h. Van Tromp, Mr. Merry's gr. h. Chanticleer, Mr. Pedley's ch. h. Cossack, and Mr. Rolt's b. h. Collingwood. After the customary parade before the Royal Stand, a start was effected, and Marlow came away on "the Trump," as the ring called him, with Chanticleer a couple of lengths astern. At the turn the grey collared Lord Eglinton's horse, and after a good race "the Trump" won by half a length. The betting at starting was 5 to 4 on Chanticleer, and 2 to 1 against Van Tromp.

Although the Court was at Osborne, and could not therefore grace the festivities at Ascot in 1850, a capital meeting was held, and in two or three instances the races brought out some good sport. The Gold Vase had six



GOING TO THE RACES IN 1849

starters. Mr. Jacques' ch. c. Mildew, who had proved a failure at Epsom, now had a chance to distinguish himself, and going well from start to finish won by a length. In the Royal Hunt Cup, however, he was not so fortunate, as, notwithstanding the fact that he was favourite, with betting 9 to 2 against, he was "nowhere" in the race. Mr. Higden's ch. g. Hagley, ridden by Thick, went through thick and thin, and won easily by two lengths. Wanota proved victorious in the Ascot Stakes. As far as the Betting Ring was concerned there was much speculation as to the result of the meeting between Lord Eglinton's br. c. Flying Dutchman and Lord Stanley's br. m. Canezou. At the last Houghton meeting Lord Eglinton had declined the challenge to test his horse's powers against Canezou over the T.M.M., the mare to carry 8 st. 10 lb. and the horse 8 st. 2 lb. However, when the flag fell for the race for the Emperor's Plate, Canezou made the running, but was easily passed by Flying Dutchman, who cantered home 10 lengths ahead.

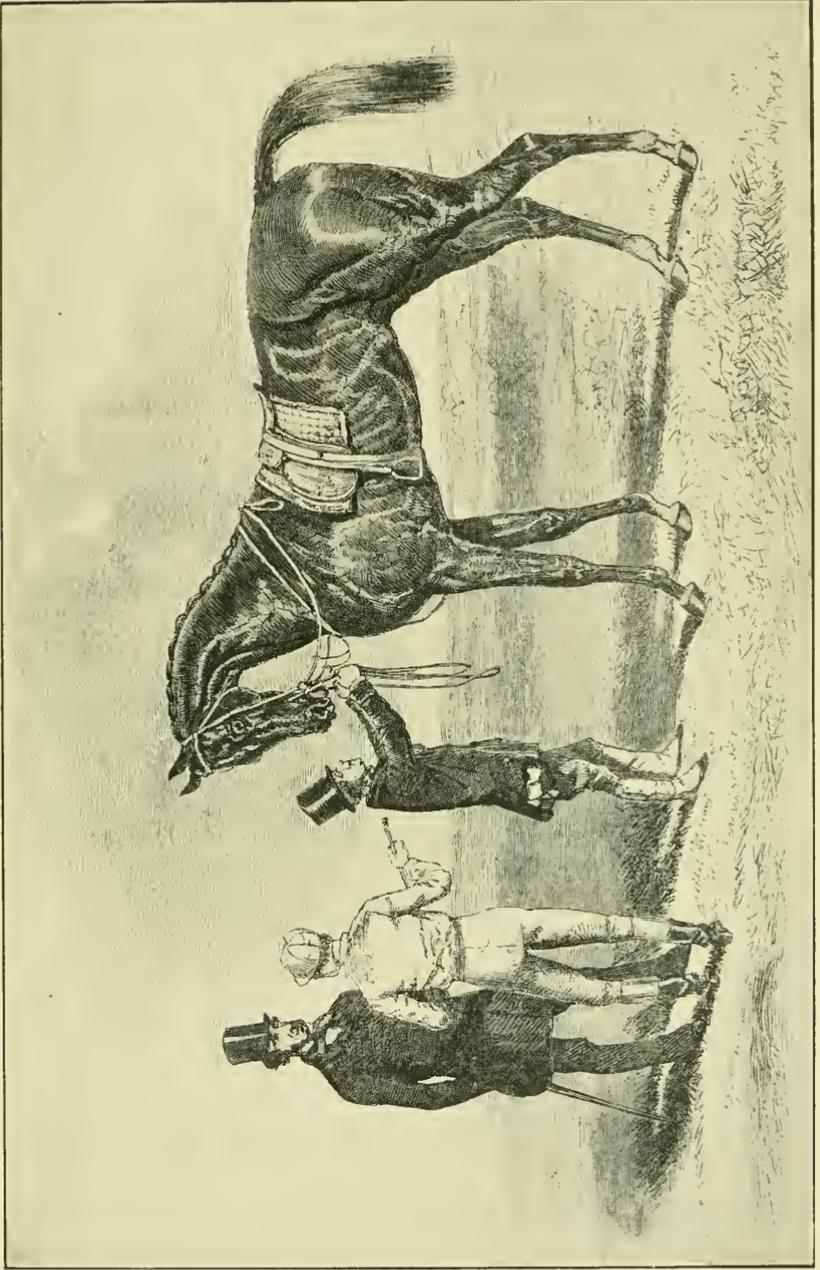
When all the world and his wife were visiting these shores in the year of the Great Exhibition of 1851, it was only to be expected that a mighty concourse of people should gather at Ascot to see Her Majesty, and to see her, in the midst of her people, enjoying with her Consort the people's sport, and the sport of kings. Pity it was therefore that on the Cup day the heavens were unpropitious, and the rain continued without intermission throughout the day. This of course spoiled the beauty of the scene, and did not give an opportunity for enjoying the improvements that had been effected by the raising of the lawn on the course side of the Grand Stand. Only

Royal Ascot ♀

four horses answered the bell for the Emperor's Plate. Russborough being scratched at the eleventh hour, Woolwich, Little Jack, Trouncer, and Windischgrätz started. The Little 'Un made the running, but at the straight, coming home, Woolwich came abreast of him, and although they were together at the Grand Stand, Woolwich shot ahead and won cleverly by a length.

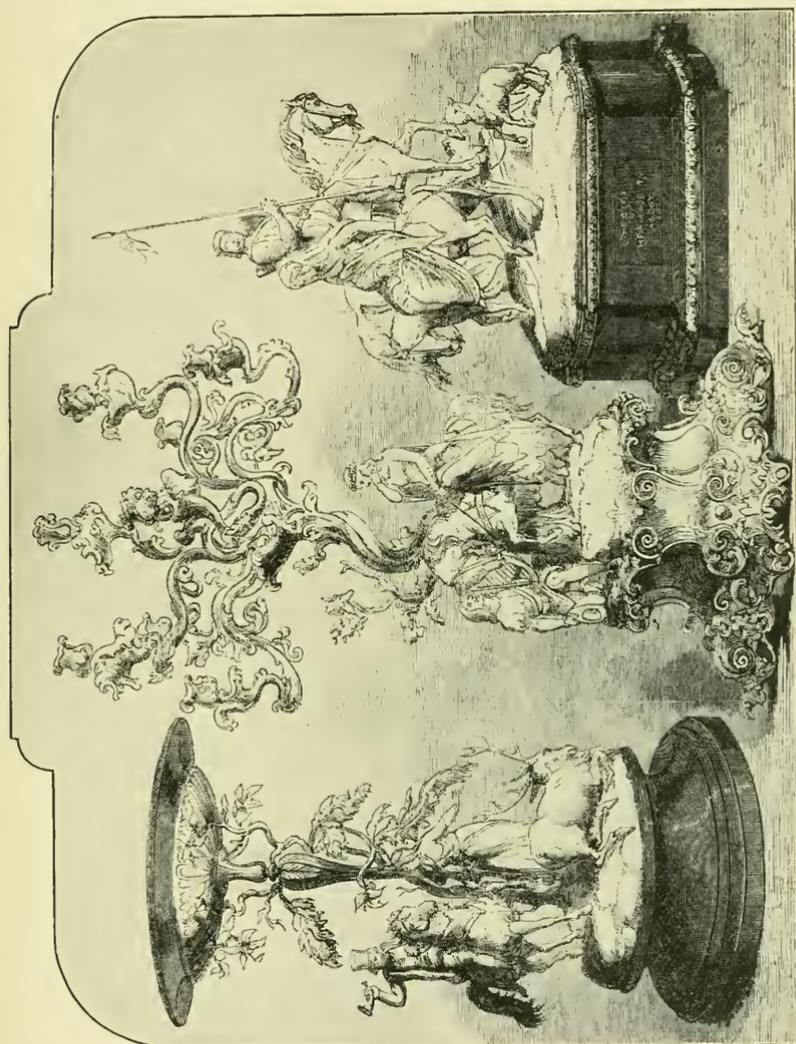
Still carrying on their scheme of improvements, the Trustees had this year turned their attention to the wants of the increased business, and erected a new Secretary's Bureau, and various cloak-rooms and other necessary offices, which materially added to the comfort of their patrons. Mr. Hibburd, the Clerk of the Course and Secretary, had been indefatigable in his efforts to do any and every-thing that could help on the prosperity and the fame of Ascot, and it was only when Death found him in harness at the end of the year 1851, that he was forced to give up his labours. He had been materially helped by his wife in all his work, and it speaks very highly for her capabilities that the Trustees should confirm her appointment as Housekeeper and Secretary after her husband's death. Her son, Mr. Edward Hibburd, was appointed Clerk of the Course in his father's stead.

Convulsion won the Ascot Derby in 1852, and the victor's name was not inappropriate to the meeting. On Cup Day ladies waded to their carriages ankle deep in mud, their draperies besmirched with rain and slush; the police were muffled up in oilskins, and the general public was drenched. The inevitable dog caused convulsions by running across the course in front of Red Hind, the favourite for the Ascot Derby, and upsetting both



WANOTA, WINNER OF THE ASCOT STAKES, 1850

horse and jockey. Flatman was not, however, seriously hurt, and was able to remount later on.



THE ASCOT RACE PRIZE PLATE, 1852

The Emperor's Vase

The Queen's Cup

The Royal Hunt Cup

There was a fine muddle in 1853 at the start of the 4th Ascot Triennial. The course was the New Mile, and of

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forty-three subscribers four horses went to the starting-post. There, in getting into line, Sittingbourne hustled The Reiver, who, in his turn, retaliated by biting his opponent in the crest. While this little contretemps was proceeding, the starter's flag had fallen, and Lord Exeter's two nominations, Filbert and Nutpecker, cantered home.

Lady Evelyn was the favourite for the Ascot Stakes, but Lord Palmerston's Buckthorn, the betting against which was 20 to 1, got home cleverly by half a length. On the Friday Lord Exeter had great luck, he won three out of the six races on the card, and would probably have won the fourth had not Ilex bolted in Her Majesty's Plate. His lordship during the meeting won altogether seven events, and was second six times.

The receipts at the Grand Stand for the four days of this meeting were upwards of £3400, £1857 10s. being taken on the Cup day, but Friday was a failure, the revenue, it is said, reaching only the absurd sum of £40.

A new road was made for the Royal Procession by slightly increasing the distance between the Grand Stand and the high booths, and this affected the value of the ground, which was consequently put up for auction, and fetched prices considerably in advance of previous years; thus, a frontage of 45 feet, which hitherto had yielded 12s. per foot, was knocked down for 31s. per foot; so that a sum of £210 7s. 6d. was credited to the Fund as against £91 7s. in the previous year, a gain of £119. The new approach to the Royal Stand was the principal improvement, but a new roof to the same building was noticeable. The Jockey Club had erected an outside staircase to their stand.

Mr. J. F. Clark acted as judge in his father's stead, and Mr. Henry Hibburd was starter. Mr. J. F. Clark, who combined the duties of judge with the profession of architect, designed a new Stand, which was erected between the



THE ASCOT CUP, 1854

Weighing Stand and the Queen's Drive, and was opened for the 1854 gathering. Built by Messrs. Oades and Son, of Egham, it provided accommodation for about 100 visitors, and was intended for certain distinguished members of society who had previously viewed the races from the

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Royal Stand. It consisted of a stand-room leading to a spacious balcony, and was surmounted by an open graduated roof, affording a splendid view of the course, besides which there were commodious refreshment rooms and offices, one of which was allotted to Mr. Oxley for his race-card printing. This stand was placed under the control of the Master of the Buckhounds. Improvements were also made in the lawn in front of the Grand Stand, by lowering the east end and raising the other, so that by all a full view could be enjoyed of the final struggle.

In spite of the storm which continued for two whole days during the 1854 meeting it was a memorable year. The Queen and Prince Consort were present and the racing brought out good fields. Following the official card, the race for the Cup was advertised as "A piece of plate value 500 sovereigns, the gift of his Majesty the Emperor of all the Russias," but the trophy was not there. The allied armies of Britain and France were gathering in the Crimea, and the Muscovite had other uses for his money. The Cup was therefore restored to its old place, and half a dozen horses gathered at the starting post to run for it. It was a grand race. Prominent among the competitors was West Australian—the winner of the Ascot Triennial on the day before—who had been bought by Lord Londesborough from Mr. Bowes, under whose colours he had previously won the Two Thousand Guineas, the Derby, and the St. Leger; Mr. Parr's Rataplan, who had already achieved great things, and had carried off the Queen's Vase in the year before; and Kingston, the horse of Mr. Norris, a tough opponent. Throughout the race, these three were together, going for all they were worth. The excitement was intense

when, in coming up the straight, it seemed that Kingston and the West were veritably locked together. Day was an excellent horseman, and the cheering and applause were tremendous when he brought West Australian past the post, winning by a head.

Her Majesty took great interest in the races, and there is a story told that in her excitement to see the finish of the New Stakes on the same day, when Mr. Drinkald's Monge was the winner, she forgot that the window at which she had previously been sitting had been closed on account of the rain, and moving forward suddenly broke the glass, fortunately without injury to herself.

During the Great Western Railway Stakes—a new Plate of £100 given by that railway—Roebuck and Miss Bolton fell into the ditch by the side of the Course. Carroll was not hurt, but Rogers had to be picked up, and was removed to an adjoining farm; his injuries, however, did not prove very severe.

A few weeks before the races of 1856 began, a fire broke out on some common land, at a place called College Piece, about a mile and a half in a direct line from the Grand Stand. Although at first but a small matter, it rapidly assumed alarming proportions. Sweeping its way along the Heath, and enveloping the plantations of Mr. P. H. Crutchley and Mrs. Forbes, it continued its course directly towards the Grand Stand. Every effort was made to stop it from reaching the Staines and Wokingham Railway, which here crosses the Sunninghill bog, but the wind, blowing half a gale, carried the flames into the tops of the fir trees on the opposite side of the line, which were quickly set alight. Great destruction was done at this period of the

conflagration to the estate of Mr. Richard Cobden, and the stables and yard buildings of Mr. Edward Hibburd (the Clerk of the Course) were also attacked. Here a desperate attempt was made to stem the outbreak, which now threatened the Grand Stand with total destruction. After repeated efforts on the part of many helpers, advantage was gained over the furious flames, and the fire was effectively got under before the Grand Stand itself was touched, although some of the sheds and fences were slightly burned. In all 300 acres of fine park land—heath, fern, and fir-trees—were destroyed, and much of the beauty of the landscape was lost to the visitors that season.

The year 1856 saw the opening of the new line between Ascot and Staines, and the diminished number of vehicles and the tremendous crowds assembled, showed how much the people appreciated the innovation. On the other hand, the new line had met with great opposition from certain quarters, and was looked upon with scant favour by those who preferred the good old coaching roads from London, or the drive through the forest from Windsor. It is interesting to note that, to commence with, five trains a day ran each way. The race for the Hunt Cup this year was in many respects remarkable. There was a field of twenty-eight, and the weights were so well adjusted that in descending the hill, the horses presented the appearance of a line of cavalry charging, so regular was their order, and it was not until nearly the finish that Mr. Muirland's Forbidden Fruit gradually drew out and won by a neck.

What with the new railway, fine weather, and the presence of the Queen and her Consort, with Prince Frederick William of Prussia (afterwards Frederick III.),

enormous crowds attended the meeting of 1857. The course was well kept, thanks to the new rails that had been put up. Among the visitors present were: Prince Edward of Saxe-Weimar, the Duke of Cambridge, Duke of Beaufort, Duke of Montrose, the Russian Ambassador,



A SKETCH BY JOHN LEECH

"You going to Hascot, Bill?" "Why, yes, I'm going to chaperong this young lady down by the rail"

Earl of Wilton, Lord Londesborough, Marquis of Ailesbury, Lord Enfield, Lord Drogheda, Lord Suffield, Lord Sidney Osborne, Lord Annesley, Lord Clifden, Marquis of Bath, Marquis of Anglesea, Earl of Derby, Earl of Zetland, Earl of Cork, Lord G. Manners, Lord Portsmouth, Earl of Chesterfield, Lord Burleigh, Lord Althorp, Earl of Sefton, Lord Bateman, Earl of Harewood, Lord Scarborough, Earl

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of Dalkeith, Marquis of Stafford, Lord Cavendish, Lord Villiers, Earl Granville, Lord Raglan, Lord Malmesbury, Lord Mountcharles, Lord Hardwicke, Marquis of Conyngham, Marquis of Waterford, Baron Rothschild, Sir W. Milner, Sir Robert Peel, Hon. J. Stuart Wortley, General Peel, Colonel Ferguson, Mr. H. Lowther, Mr. J. Garrard, Sir Joseph Hawley, Colonel Campbell, Sir W. Codrington, Count Batthyany, Admiral Rous, Mr. G. Payne, Colonel Vyse, Captain Smyth, Colonel Forester, Sir R. W. Bulkeley, Mr. S. R. Batson, Sir W. W. Wynne, Mr. Sloane Stanley, and Captain White.

Lord Londesborough's colours were successful in the Royal Hunt Cup, while the Vase was cleverly captured by Mr. Howard's Arsenal, who, although last at the start, quickly out-distanced his competitors. The Triennial was also a good race, and resulted in a win for Aleppo by a short head. In the Gold Cup some champions were in the field, including winners of the St. Leger, Ascot Cup, Goodwood Cup, Champagne Stakes, and Chester Cup. Skirmisher seemed determined to win, and from the start went like the wind, and it was all Charlton could do to steady him up the hill. Fordham on Chevalier, however, led them at a rare pace: at one time he seemed twenty lengths ahead, but, as they got into the straight, the struggle was grand: Chevalier fell back next the rails, Jemmy was fourth and handy, Saunterer in the middle (seemingly running away with his boy, who had lost his cap), and Charlton on the outside, with his horse going like a lion. And the result:—

- | | |
|----------------------------------------------------------------|---|
| Lord Zetland's b c. Skirmisher by Voltigeur, 3 yrs. (Charlton) | 1 |
| Mr. John Robson's br. c. Gemma di Vergy, 3 years (Hughes) | 2 |
| Mr. John Jackson's bl. c. Saunterer, 3 years (Bray) | 3 |

The race was run quicker than Teddington's, and four seconds slower than the quickest on record. Mr. J. B. Starky's Fisherman won both the Gold Cup and the Queen's Plate in 1858. Fisherman was a remarkable horse, alike in shape as well as in his performances. Up to this period he had won 56 races out of the 91 he was entered for.

In the autumn of 1858 a military race meeting was held under the stewardship of:—

Captain Alexander . . .	(late 1st Life Guards.)
Captain Fraser . . .	1st Life Guards.
Captain George . . .	4th Light Dragoons.
F. Marshall . . .	2nd Life Guards.
Captain Bathurst . . .	Grenadier Guards.

As a meeting of non-professional riding and amateur management, it was in every way successful, and a large and fashionable company were present.

Several new Plates were added in 1859, and the meeting was well patronised. There was an exciting race for the Hunt Cup, 35 horses assembling at the post. Betting was strong on the favourite, but two outsiders, Schism and King-at-Arms, managed to hold the race between them, and ran home locked together: the first dead heat for the Hunt Cup. In the deciding heat, King-at-Arms beat Schism by two lengths. Another race which created much excitement and amusement was an impromptu match between ponies. Captain Smith's ch. f. Nelly, ridden by Fordham, and Captain Christie's r. g. Jimmy, Wells up. Jimmy made the running for Nelly to half-way in the distance, when the latter challenged and won by three-quarters of a length. Betting: 6 to 5 on Nelly.

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It was a favourite expression that the sun always shone when the Queen went amongst her people. The year 1860 must have been an exception, for rain came down in torrents, and the condition of the course made going very heavy. As if in some measure to make up for the inclement weather, the races were particularly interesting. They began well with 22 starters for the Trial Stakes, and then a diversion was caused in the race for the Queen's Vase by Rupee bolting into the fence. After the race her owner, Mr. Blake, who ran his horse under the name of Hamilton, sold her to Lord Stamford for £2,000, and on the Thursday she came in first for the Cup by a head. During this meeting there were two or three game finishes. In the race for the Cup, the pace from start to finish was good. Promised Land (A. Day) which had seemed for a while to have all the chances, gave way up the hill to Butterfly and Rupee, and the latter, who was grandly jockeyed by Grimshaw, passed the post first by a head. It was only by a short head also that Chaloner, on Horror, won the Royal Stand Plate. Lord Strathmore this year had luck with Mouravieff, winning the Ascot Stakes by a head from Mr. Payne's br. c. Conscript, and also carrying off the Triennial with the same horse.

The Hunt Cup was won by Mr. Sargent's Crater, and the result was received with great satisfaction by the Ring, not so much because of the price, but because it belonged to one of the most honest men on the Turf.

Mr. Henry Hibburd had considerable difficulty in starting some of the races, owing to the large fields on the T.Y. and Half-Mile Courses. Moreover, some of the

jockeys proved troublesome ; in fact, three were ultimately suspended for various periods.

The running of a filly out of Agnes by King Tom, belonging to Baron Rothschild, occasioned considerable comment. The filly was subsequently named Queen of the Vale.

In spite of the rain, the fun on the course was hearty and extravagant, everybody was in the best of spirits, and the world went very well then ; the Queen had a large party with her, including Prince Albert and the Prince of Wales, and the Royal visitors manifested great interest in the proceedings. The enthusiasm of the people was as great as ever, and the usual race-course man letting seats and hollar'ing, " That's 'er Gracious Majesty, and her children a follering her. Step up! Sixpence! The gentleman that you see in the spectacles, last carriage of all, is Ernest Jones. Step up! Only sixpence! Watch her Gracious Majesty all the way to Windsor!" found ready customers. It was a sight not to be seen again, for within nine months the Court was in mourning for the Queen's mother, the Duchess of Kent, and in the latter end of 1861 the Queen and nation were mourning the death of the Prince Consort.

The Royal Stand was closed during the 1861 meeting, and the empty galleries and closed shutters spoke of the loss that had been sustained. Although by no means withdrawing her patronage from Ascot, the Queen did not, after the death of her Consort, attend another race meeting.

We must go back a year or so to note various little incidents that had occurred in connection with the course. It will be remembered that when the Grand Stand was

built, the old Betting Stand was still being used, and continued to be so until 1859, when a movement was made, under the direction of the Master of the Buckhounds, the Earl of Sandwich, to obtain possession of the site and building. As soon as the descendants of Mr. Thomas Slingsby had been adequately compensated, the property passed into the hands of the Trustees, who had the Stand removed entirely, so that a view was obtainable of the New Mile from the other stands. For some time more accommodation had been wanted, and a smaller structure, made of wood—a portable arrangement that could be taken down at the end of the meeting and stored away—was put up in the enclosure alongside the Grand Stand.

All these years the tontine system, that had been adopted in dealing with the shares of the Grand Stand, had been at work, and it was in 1858, when the Earl of Sandwich was Master of the Buckhounds, that the last five shares were drawn, paid off, and finally extinguished, the interest per share then being £175.

How the money received was expended during these twenty years may be gathered from the statement (given in round numbers) on the opposite page.

Freed from their liabilities, the Trustees of the Grand Stand, were enabled to devote more money to the stakes, and to institute more improvements in the various buildings. With regard to the Prize Fund, £400 was added in 1859, and was divided into several new plates.

In 1860 an iron zereba was opened on the lawn near the Royal Stand, and admission was provided for 200 persons, chiefly for owners of race horses, who had the privilege of taking tickets, available for three years, on

Reign of Queen Victoria, 1837-1901

	£	s.	d.		£	s.	d.
To Gross Receipts at 19 successive Race Meetings .	50,000	0	0	By Collectors, Caretakers, Cards, etc.	2,200	0	0
				,, Employment of London Police	450	0	0
				,, Fixing Wood Stages, Balcony, etc.	400	0	0
				,, Fuel	300	0	0
				,, Furniture and Sundries	200	0	0
				,, Rates and Taxes	3,300	0	0
				,, Additional Buildings and Repairs	2,800	0	0
				,, Ground, Gravel, and Turf, £400; Secretary and Housekeeper, £50 per annum	950	0	0
					11,000	0	0
				The Redemption of 95 Bonds at par	9,500	0	0
				Interest and Bonus on above for 19 years	13,300	0	0
				Paid to the Stewards of Ascot Races	16,200	0	0
					£50,000	0	0

payment of a subscription of £3, after they had been nominated as members by a Committee appointed by the Master of the Buckhounds.

In addition to this, the wooden platform on the lawn of the Royal Stand, was extended by about 60 feet, and, by erecting a fence of iron railing, the approach to the Grand Stand was made more convenient for pedestrians—protecting them, as it did, from being crushed by the carriages. A year or so later, an outer line of iron fencing was erected in the enclosure at the bottom end, so that the occupants of the lawn were saved from the

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annoyance of importunate "welshers" outside, who, being debarred from the use of the ring, carried on their trade as near as possible.

Great alterations, too, were made in the Saddling Enclosure. The Clerk's office was given to Messrs. Weatherby, and the Press were made comfortable in the room formerly occupied by that firm. The Clerk of the Course had his quarters changed to a room on the ground floor, connected by a glass door with the Weighing room. There now being but one entrance to this enclosure from the Course, and that close by the winning post, a check was made on the admission. Only members of the Jockey Club, Royal Household, Iron Stand subscribers, or nominees of the Master of the Buckhounds were permitted to enter. Formerly so many persons (many undesirable) gained admittance as, by overcrowding, to seriously interfere with business.

The Course was considerably improved under the direction of the Royal Huntsman, Mr. Charles Davis, who did away with some hundreds of odd-looking trees and shrubs that much interfered with the view of the horses as they neared the Swinley Post. The New Mile Course was widened where necessary, trees and heather being removed, so as to make it of uniform breadth, sufficient for 40 horses to run home abreast. Two miles of new railings were fixed, bordering the course on either side near the stands, and also in other parts of the heath.

The Queen's Stand and Enclosure also came in for their share of improvement and alteration, carried out under the direction of the Commissioners of Woods and

Forests. The original paved carriage entrance, where the royal party alighted, was converted into a spacious hall, from which a wide staircase ascended to the drawing-room. This dispensed with the smaller stairways, and the room thus obtained was made into a retiring room for the ladies in attendance on Her Majesty. From the drawing-room, another stairway was made leading to the roof, which enabled the Royal visitors to ascend without going by the outer stone steps used by the Royal servants.

In consideration of her twenty years' service, the Trustees this year pensioned off Mrs. Hibburd, the widow of Mr. Wm. Hibburd, who had served them so long and faithfully. In this same year died Mr. Careless of Epsom, who had for many years acted as purveyor "in ordinary" to this and other Grand Stands, and had justly earned a high reputation for the way in which he catered for the physical requirements of the patrons of race meetings.

Thormanby was the attraction of the 1861 meeting. A brilliant company were there to see him measure his powers against Lord Ailesbury's St. Albans, who had won both the Chester Cup and the St. Leger in the previous year. Several champions turned out to run for the Cup, amongst others, Fairwater and Parmesan. Thormanby had not done well at Doncaster, and considerable uncertainty was felt as to his staunchness. His owner, Mr. Merry, however, had faith in him, and betting at starting was 6 to 5 against Thormanby, 5 to 2 against St. Albans, 12 to 1 against Fairwater, and 5 to 1 against Parmesan. At the turn out of the Old Mile it was seen that Culance on

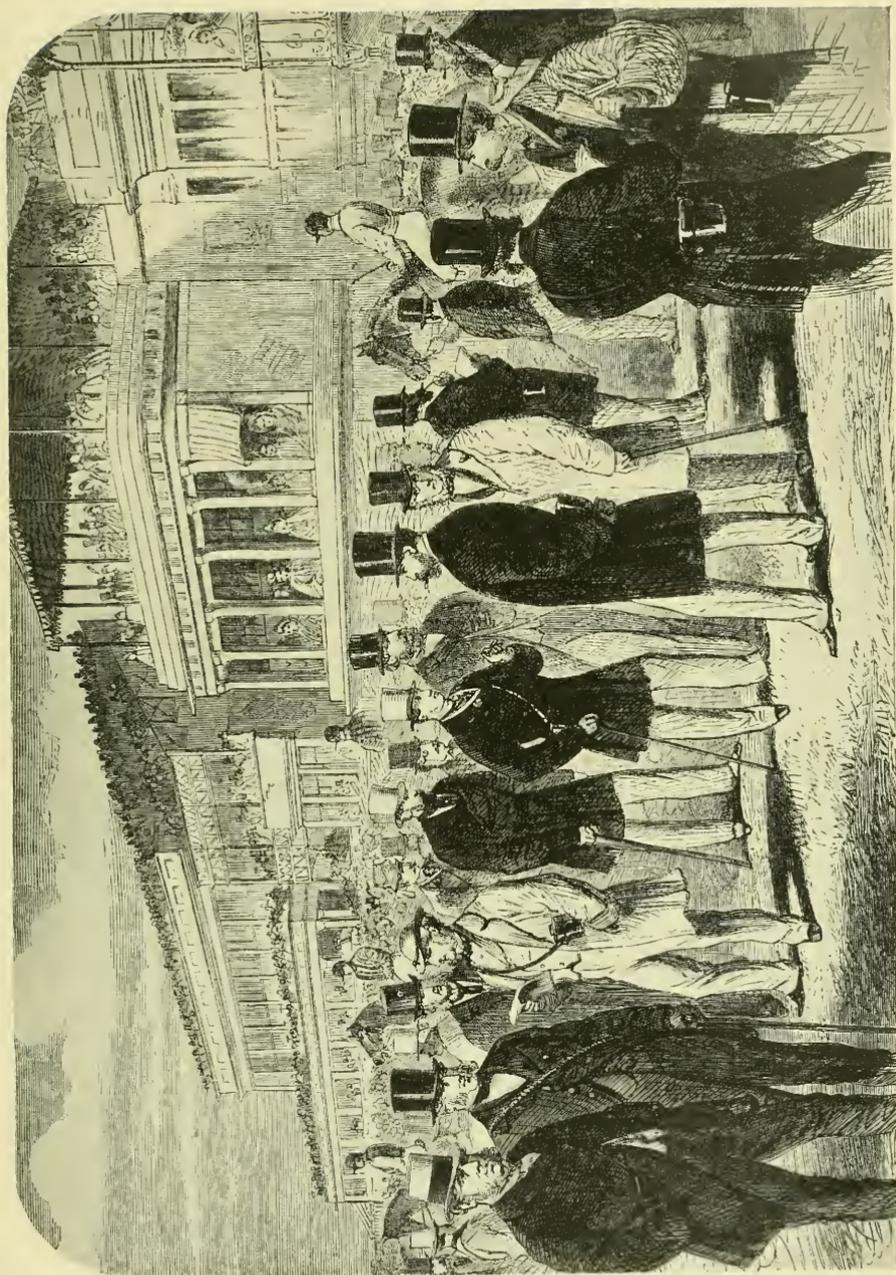
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Thormanby had the issue in his own hands, and he won, amid great plaudits, by a couple of lengths, Parmesan finishing third, fifty yards behind Fairwater. St. Albans broke down.

Lord Portsmouth's 4-year-old Buccaneer, a horse that had a good sound roll of honour to his name, won both the Hunt Cup and the Trial Stakes.

A second meeting was held in '61, on July 24th and 25th; Admiral Rous is supposed to have originated it, and the Grand Stand Trustees gave £800 to be run for. There was good sport and a fair attendance; yet, altogether, it was not the success that had been anticipated.

Certain alterations were made near the Swinley Post, preparatory to the 1862 meeting; about half an acre of heath had been grubbed and sown, and a valuable addition made to the Round Course. This was the starting post for the new Prince of Wales' Stakes which were worth £1,500. There were 12 starters (106 subscribers). The race was a close one between Mr. M. Boyce's Carisbrook and Mr. Jackson's Neptunus until within 200 yards of the winning post, when the former drew out, and won by two lengths. In spite of there being no Royal Procession, the crowds were great on Cup day. Sir John Hawley's Asteroid, who had been defeated for the Vase by Tim Whiffler, competed in the Cup race, and Wells, who had jockeyed him in the other event, was again in the saddle. The favourite with the ring was Carbineer. It was a clever race, and Wells had the satisfaction of beating the favourite, and winning by a neck from Zetland. Since The West met Kingston there had not been so fine a finish.



PRINCE AND PRINCESS OF WALES AT ASCOT, IN 1863

After the Queen's Vase, Lord W. Powlett bought Tim Whiffler from Mr. Jackson for 2,500 guineas, and ran him on the Thursday for the Royal Stand Plate, which he won.

Among red-letter Ascots, the meeting of 1863 ranks high. His Royal Highness the Prince of Wales had been married in the preceding March, and the jubilations over that event had not yet subsided, when it became known that the Prince would attend the races accompanied by his bride. The result was that crowds of people flocked to Ascot, and manifested their pleasure by greeting the royal couple with vociferous cheering, and renewing their congratulations whenever they showed themselves at the window of the Royal Stand.

The Turf has always had the patronage of the Royal house, but circumstances prevented the Queen from attending Ascot races, and the presence, therefore, of the Prince and Princess so soon after their marriage was a happy omen for racing men generally, and Ascot in particular. Since then nearly forty years have come and gone, and little did they who were present then think what a debt of gratitude would be due to our King, for all he has done in the cause of horse racing and sport generally. During these forty years he has been a constant patron of Royal Ascot, and has helped not a little in bringing it to its present state of distinction. That he has the best interests of the Royal race meeting at heart is evinced by the improvements in the course and buildings that have been effected at his instigation since his accession to the throne.

What might have been a serious accident occurred at the start of the £100 Plate on the Thursday. Curie, who

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was being ridden by Fordham, trod on some loose ground, and fell heavily, throwing her rider, who was rendered unconscious. Lord Coventry, one of the Stewards, who happened to witness the accident, immediately went to the jockey's assistance, and, owing to the prompt measures taken by his lordship, Fordham quickly recovered consciousness, and was removed in the fly which Lord Coventry had sent for. He was, however, much shaken, and, although not seriously hurt, was unable to fulfil his engagement to ride Buckstone for the Cup.

On Cup Day the weather was intensely hot, and there was hardly a breath of wind; the crowds were bigger than ever, and so great was the crush against the cords that Mr. McGeorge had great difficulty in getting the horses off for the Cup. It was a good race, and the six starters came home well. Sam Rogers rode Tim Whiffler, who had done great things at Doncaster, and Edwards was on Buckstone—a worthy son of Voltigeur. The result was a well-fought duel in which both were abreast at the post, but in the deciding heat Buckstone came in two lengths ahead of his rival. The betting was 11 to 10 against Tim Whiffler, and for the deciding heat 7 to 4 on, 2 to 1 against Buckstone. Time, 4 mins. 4 secs.

A suggestion had been made in 1861 by Mr. Clark, the Judge, to erect a hotel and stables near the Course, with one hundred loose boxes, for the benefit of trainers and horses during the race week, and, the scheme meeting with approval, a Company was formed to carry it into effect. Messrs. Todd & Lee, of Blackheath, obtained the contract for the hotel, to be erected on a piece of waste land known as Kennel Allotment, at the Swinley Corner.

Mr. F. Challands, of Newmarket, became responsible for building the stable, and fifty-eight stalls were ready for the 1862 meeting, and were well patronised and much appreciated. They were completed in time for the following year's meeting, when also the new Ascot Hotel opened.

For dust and heat 1864 was like the preceding year, and the crowds were bigger; so much so, that the pleasure of lunching on the Heath and picnicking in shady nooks was impossible. The acrobats and clowns, and minstrels too, had a bad time. The Prince and Princess of Wales came, but without the orthodox Procession, and Ascot was partly shorn of its glory. In the races, Scottish Chief, a 3-year-old by Lord of the Isles, most distinguished himself, pulling off the New Biennial and the Gold Cup on the same day. Knight of Snowdon was favourite for the Prince of Wales' Stakes for 3-year-olds, but was defeated—Ely being first, and Fille de l'Air second. In the following year both these horses were again conspicuous, Ely more especially by winning the Cup, thereby putting a balance of £9000 to his owner's credit in 24 races. There were 2 starters for this race; Custance was mounted on Ely, while Fordham bestrode General Peel; H. Grimshaw being on Fille de l'Air. Although Ely seemed to have matters all his own way, Fordham rode his horse with so much care that, creeping up inch by inch, he succeeded in bringing off a dead heat. Tremendous was the excitement when these champions were led out for the deciding heat. There was not much to choose between them till more than half way home, when Fordham began to put it on. Then Custance let Ely have it, and outdistancing the General, won by twelve lengths.

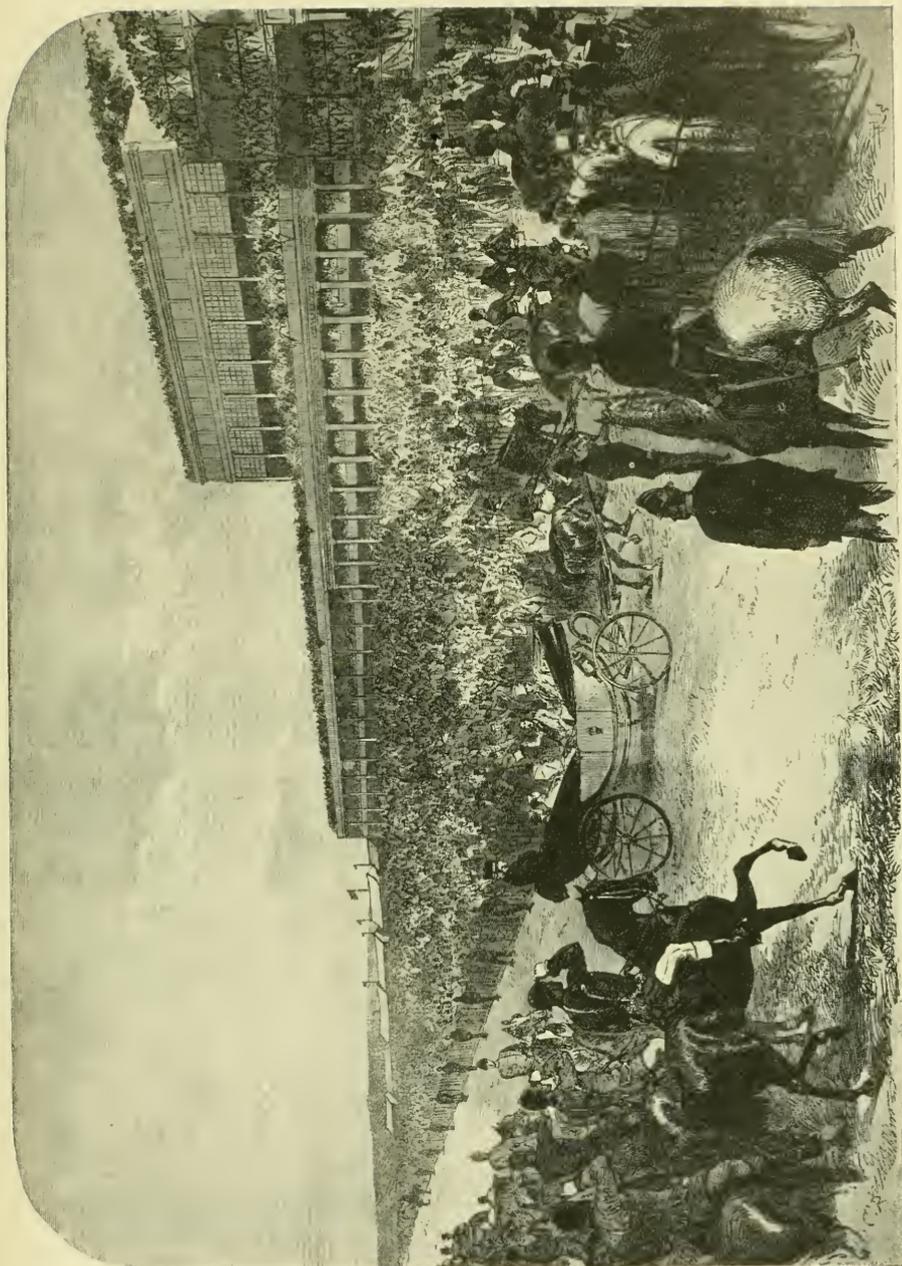
Fille de l'Air, ridden by H. Grimshaw, and carrying

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10 st., came in for well-deserved praise for winning the new Alexandra Plate, over the three-mile course, beating Lord Glasgow's b. c. Strafford by a short head. This was the first time that a bonus of £1000 had been added to a stake, an outward and visible sign of the great increase in popularity, and therefore in wealth, that had accrued to the Governors of the Royal Course.

Ascot Races now seemed on the high wave of success, and year by year it became necessary to enlarge, alter or repair the buildings and the Course, in order to keep pace with the popularity it was enjoying. Thus a new stand, known as the Alexandra Stand, was erected adjoining the Grand Stand, commanding an excellent view of the Course. Private boxes and several hundreds of stalls were made in this and the Grand Stand, the Stewards' enclosure was enlarged, and a saddling paddock made at the western end of the Stand. Stables also for royal horses, and accommodation for the carriages were built at the back of the paddock. Then a building for the police was erected at the back of the Master of the Buckhounds' Stand in close proximity to the Magistrates' room and cells, and was built to accommodate 100 policemen, besides officers and inspectors. The Jockey Club Stand was embellished with the addition of a spacious balcony, and the other buildings were entirely redecorated.

With the improvements year by year and the increased added money put to the stakes, the Trustees found themselves temporarily grounded for money, and in 1867 a cry was raised that the management were in financial straits. The outlook was serious and the future might have been disastrous to the Royal Course had not the Trustees, in



PRINCE AND PRINCESS OF WALES DRIVING UP THE COURSE. 1866

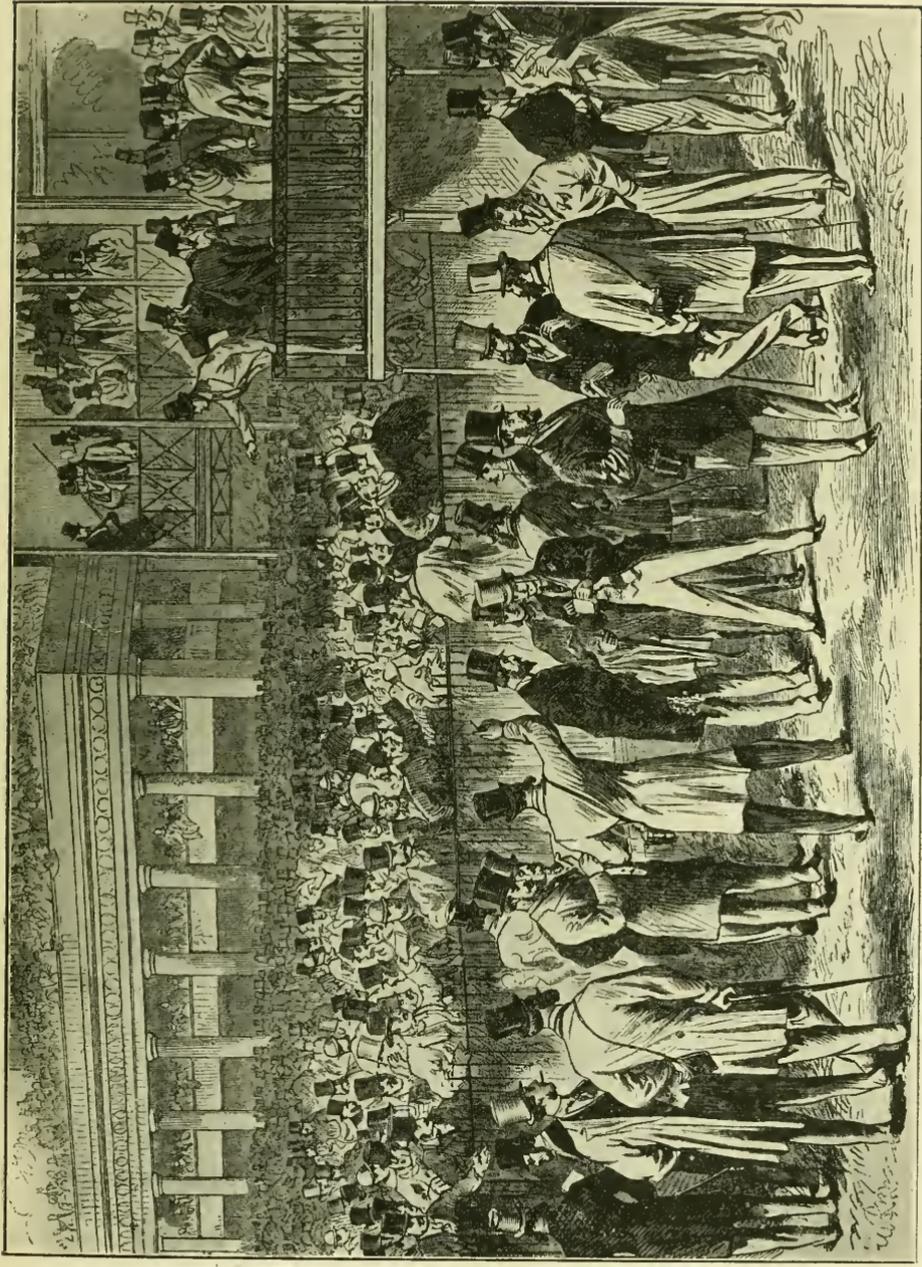
true sportsmanlike fashion, borrowed money on their own personal security to increase the stakes, carry on improvements and tide them over their temporary difficulties. It must not be thought that the alterations pleased everybody; and the additional fees pleased none. However, the Trustees were obliged to get back the money they had spent, and amongst other things they tried in 1866 to levy an entrance fee of half a sovereign from owner and trainer for entrance to the paddock. This caused great annoyance all round, and the Duke of Beaufort had the satisfaction of getting the tax abolished on the second day of the meeting. Another item that caused great opposition from those who did not get places was the erection of boxes. From 1862 to 1867 several private boxes and stalls had been built in the Grand Stand and allotted as soon as ready at high rentals—a fruitful source of revenue as was also the fees levied on the Betting Ring which were then considered extortionate. Later years, however, have shown that the management were justified in their policy. The important matter of refreshments cropped up again in 1867, and the commissariat was given into the charge of Mr. Browning, who has held it up to the present time. It then became possible to get a pigeon pie that was not all beef, and a lobster salad in which there was some lobster. In fact, to manage a Race Course is no sinecure; for not only the course and the buildings thereon require attention, but even the roads leading thereto. Accidents and fines had placed the railways temporarily at a discount and during the sixties coaching to the races was again the favourite mode, but so much confusion was caused, and so many collisions occurred at the junction of the London and

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Reading roads, that a horse patrol for regulating the traffic was instituted in 1865. A matter of some importance was the resolution passed in 1867 that the Master of the Buckhounds for the time being should be also an *ex officio* member of the Jockey Club.

In recalling the circumstances of Ascot one must remember that it was in 1866 that two good sportsmen—Past Masters of the Buckhounds—passed away, the Earl of Rosslyn, who was Master from 1841 to 1846, and again from 1852 to 1853, and the Earl of Chesterfield, who for more than thirty years had been one of the most prominent men on the British Turf. The latter was always a favourite with the public and with the stables, and there was genuine pleasure when his horses were successful. It was at Ascot, too, that his greatest victories were won; Zinganee and Praun, Hornsea, and Carew winning him the laurels. The two former of these he purchased for £2,500 and £3,000 respectively, from the Chifneys.

The Prince and Princess of Wales were present at Ascot on the four days of the 1866 meeting. The weather on the whole was fine, the racing good, and there was a record attendance. The race for the Ascot Derby was worthy of note because Ceylon the favourite was beaten and came in third. For the Hunt Cup a field of 29 assembled from 55 on the card. Attaché won cleverly by a length, the result delighted the bookmakers as he was backed for but little money. For the Gold Cup there were only three starters, but this was compensated for by the fight between Gladiateur and Regalia. It was the first time they had met since the St. Leger and it had been a question whether Regalia over a longer distance would not



THE BETTING RING IN 1867

beat Gladiateur. The Frenchman led by Jennings was in splendid condition and passed the chair 40 lengths in front of Regalia.

There was a Spring Meeting in 1867, held in the first week in May, when an exciting race was run between the three celebrated horses, Friponnier, Knight of the Garter, and Opoponax, for the second year of the First Spring Biennial. The Knight was in good form and won in a canter by three lengths, Friponnier second, and Opoponax a bad third. Sir Joseph Hawley, who was known as the lucky Baronet, succeeded in capturing three of the prizes.

When the Summer Meeting commenced, it was in unsettled weather, and the Royal Hunt Cup was run in drenching rain. Thirty competitors went to the post, Camellia being favourite. The few who backed Jasper at 30 to 1 had fortune on their side, for he romped home a winner, leaving Camellia a long way behind. Mr. Chaplin won £5,000, the fact of his own lad Jeffery riding the Son of King Tom inducing the owner of Hermit to back the horse.

The Prince of Wales on this occasion went from Cliveden to Windsor with the Duke of Sutherland, and and was there met by the royal carriages. When the Royal procession moved up the Course, headed by Lord Colville, as Master of the Buckhounds, wearing his silver couples (the badge of Office), and followed by Mr. King, the Royal Huntsman, with Whips, Royal Park Keepers, Footmen, Postilions, gay with scarlet and gold, there was great cheering, in which the bookmakers joined heartily from their new enclosure. This had been made for them by railing off a portion of the lawn in front of the Iron

Royal Ascot

Stand and adjoining the Jockey Club Stand, and the innovation proved most welcome to members of Tattersall's and Newmarket Rooms, 505 persons availing themselves of the privilege.

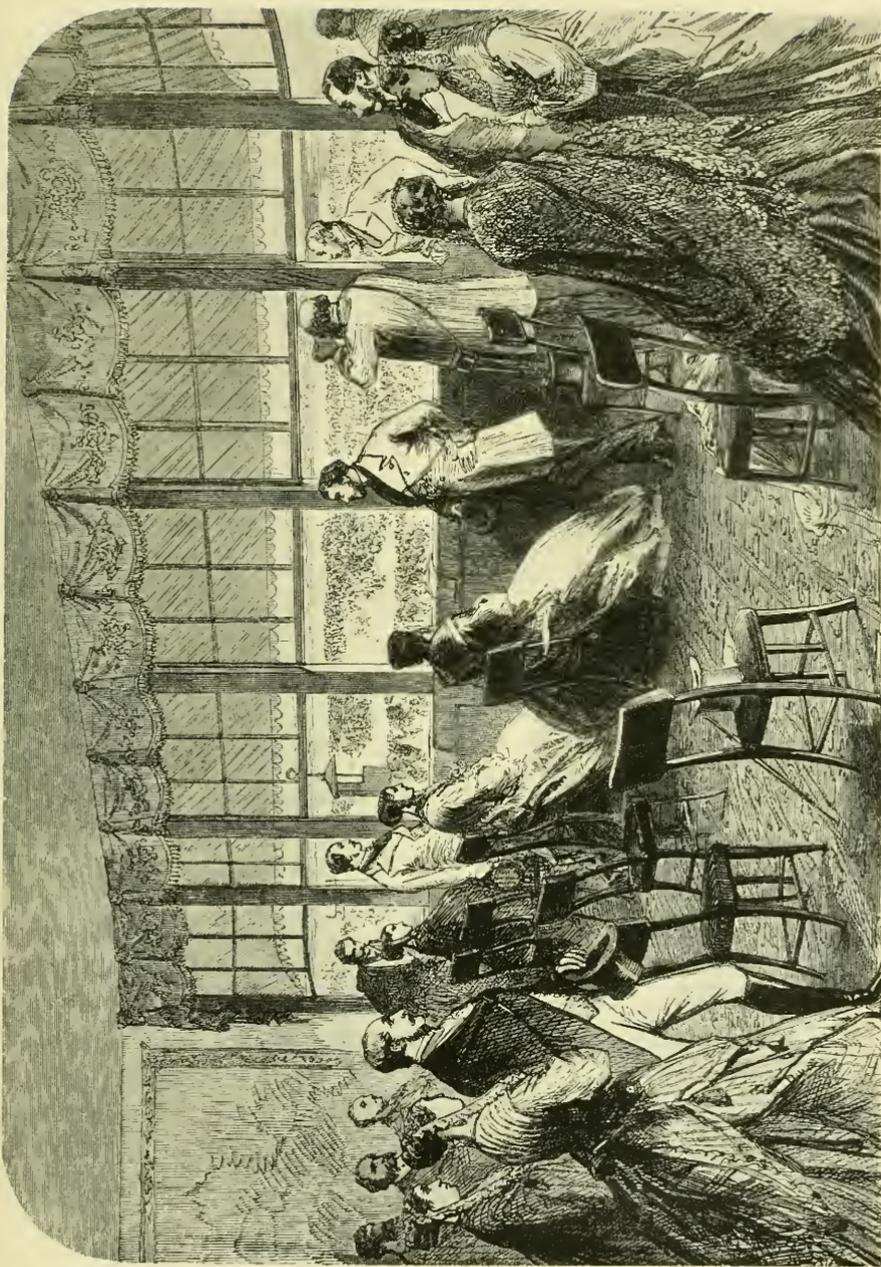
Fordham in the race for the Cup added more laurels to his crown of victories. Mounted on Lecturer, he waited on Hippias, the favourite, and even while Regalia was being proclaimed winner, with wonderful tact he came up with a rush between the two, and won by a length and a half, amid general plaudits.

The Royal Hunt Cup was considered a certainty in 1868 for Sir F. Johnstone's Eastley, who had run third to Paul Jones and Kingsland in the Goodwood Nursery; and it was even hinted that Admiral Rous, in compiling the weights, had mistaken Eastley for Lord Westmorland's moderate Earnley; but, as it happened, from a field of forty-one, Eastley could not live the pace with Sir J. Hawley's Satyr, and the lucky baronet's horse was a winner by a length.

The first three in the Derby competed for the Cup, and Blue Gown had the satisfaction of beating King Alfred, thereby confirming the Epsom running.

Baron Rothschild and the Ring had a stroke of luck in the race for the Seventeenth Ascot Triennial in 1869. Lord Falmouth's Kingcraft had been pronounced a clipper, and certainly looked like winning, but Fordham again distinguished himself on Mahonia, a filly by King Tom, and in the final spurt came in ahead of Kingcraft, amid such enthusiasm and excitement as had rarely been witnessed on any race course.

Fordham had a nasty accident in 1870 when going



THE ROYAL PARTY AT THE RACES, 1868

past the Stand on Sauntering Alma. Previous to the canter for the Biennial, the animal started suddenly and threw him heavily to the ground. It was in this year that an attempt was made to use a new apparatus invented by Mr. Spagnoletti, for indicating the number of starters and winners. The work had been carried out by Messrs. Izant & Co., but the trial was unsuccessful, although in the following year improvements were effected, and the opinion was given that it worked most satisfactorily. The Spagnoletti Board is the one now in use at Ascot.

The Vase, this year, was cleverly won by Siderolite, while the Cup was carried off by Mr. Graham's Sabinus. There was an exciting match between Siderolite and Trocadero for the Alexandra Plate, and was doubly interesting in that Count F. de Lagrange, who had gone to France the previous day, left instructions with Jennings not to run Trocadero. Jennings, however, had faith in the Troc., and telegraphed the Count that he had ventured to disobey orders. Knowing that Wells on Siderolite would not be likely to make the running with ten stone weight up-hill, Jennings took the lead and kept it right home, thereby winning for his owner more than £1000.

A biting east wind took all the beauty out of the Ascot meeting in 1871, but it was described as one of the best, largest, and most brilliant on record, notwithstanding.

In speaking of the Ascot Plate, which was instituted this year, the *Sporting Gazette* expressed disappointment that it was not called after the Master of the Buckhounds, the Earl of Cork, "a graceful compliment to that distinguished official." The Cork Cup or Colville Handicap, it was argued, would have been far more appropriate. The

Royal Ascot

suggestion, however, was negated on the grounds that the money did not come from the pocket of the Master of the Buckhounds, although the Prince and Princess of Wales are not responsible for the £1000 added to the stakes that bear their names, nor does the Royal Hunt Cup signify that it is subscribed for by members that hunt with the Royal Hounds.

As giving some idea of the toilettes then in vogue, we make an extract from a contemporary newspaper: "The Princess of Wales wore amber satin, and black lace, with a bonnet to match. The handsome Duchess d'Ossima, in a *manteau de cour* of brown satin striped gauze over yellow silk, attracted general admiration, as did the beautiful Lady Mary Dawson in pale primrose muslin (flounced), the Countess of March in bright yellow satin, and the fascinating Madame Bechevé in dark blue velvet, over which was worn a pearl white *poult de soie* polonaise, without sleeves, the petticoat of which was trimmed with rich point d'Alençon. The exquisite rose silk, trimmed with lace, of Mrs. Sloane Stanley, with parasol to match, was admired by many present. The Marchioness of Westminster was easily recognised by her rich Indian mantle of claret and gold, and the new half shawl of *point averse*, coming greatly into vogue. An attractive group on the rustic seat, beneath the Royal Saloon, included the Duchess of Manchester, in pink silk, Lady Royston and her sister, Lady Feodorowna Wellesley in silver grey, with hats to correspond, but with contrasting streamers of violet and cerise velvet."

There was a tremendous crowd at the 1872 meeting when the Ascot Cup was run for. And what a surprise it was for everybody! Baron Rothschild's Favonius was

credited with having the race all his own way. Mr. Cartwright had determined not to start Albert Victor, and consequently everybody was "on" Favonius; the Baron staking his 3000 to 1000, and his friends likewise. No wonder there was silence when Henry, the French horse, closed with Favonius at the distance, headed him at the Grand Stand, and won in a canter. In the following year too, the Cup race was full of interest, and the way in which Mr. Savile's Cremorne behaved himself, and won in such fine form, caused quite a sensation. In fact, there was some unusually good races in 1873, although the Royal Hunt Cup was not to the liking of many people, Winslow, who was nowhere in the betting, coming in with one of Fordham's well-known rushes. The race for the Prince of Wales' Stakes, when Gang Forward and Kaiser met again to renew their Derby struggle, resulted in a win by a head for the latter.

The attendance was much above the average, and the show made by the Four-in-hand, Coaching, and Whip Clubs added considerably to the brilliance of the scene. Over 180 coaches were on the Heath, and the line of carriages extended far below the telegraph board. Great hospitality was dispensed by the officers of the Scots Fusiliers, 7th Hussars, and 12th Lancers, who had luxuriously furnished booths on the Heath.

One figure that attracted much attention was Isabella, the favourite flower-girl of the French Jockey Club, dressed in chocolate and red, the colours of Boiard. She had in France entrée to all stands and enclosures—a privileged being—but, although made much of here and there, the entrée to the Royal Enclosure was not permitted to her at Ascot.

Royal Ascot

The Cup field of 1874 had some international colours in it, Boiard, Flageolet, and Montargis representing the French interest. Boiard was favourite; but Flageolet, Gang Forward, and Kaiser were considered as dangerous rivals. Fordham, who rode Flageolet, made the running at a fast pace, and, coming into the straight, it seemed that the four were abreast. Then Kaiser gave way, and, in spite of Fordham's gallant effort, Boiard headed Flageolet and won easily by three-quarters of a length, amid great cheering. This was the fourth time that the Frenchmen had taken the Cup, and M. Delamane came in for a shower of congratulations. On the following day, however, the French horse lost the Alexandra Plate to Lord Lonsdale's King Lud by King Tom. It was a game finish, and even in the straight it looked like level betting, when Custance fairly wore the Frenchman down.

The difficulty of catering for the great number of visitors to Ascot had caused much anxiety to the management and no small discomfort to the visitors in previous years. Since the last meeting Mr. Hollis had built, on that part of the lawn at the back of the Grand Stand that had formerly been occupied by a large marquee, a large dining-hall, 90 ft. by 30 ft., capable of seating three hundred persons, and having a lofty verandah on the side overlooking the lawn. Amongst other improvements a balcony was erected in front of the Royal Stand, similar to that at the Stand of the Master of the Buckhounds.

One of the closest races ever witnessed on the Berkshire Heath was the finish for the Ascot Stakes in 1875. As the flag fell, Bertram dashed away and held the lead until coming into the straight, when Organist, Scamp, and Lilian,

who had been close behind, got on terms with him. At the Telegraph, Organist was in front and looked like winning easily, when on came the other three, and, to the spectators on the Stands, it appeared as though the quartette had passed the chair in a straight line. It was not until the numbers were hoisted that it was ascertained that Organist had won by a short head from Lilian, Bertram only a head behind, and Scamp fourth, beaten by a neck.

The Gold Cup also resulted in a good race. The field included winners of the Cambridgeshire and Cesarewitch, a second in the Grand Prix, besides Flageolet and Doncaster, who had competed with Boiard for this race in the previous year. Count F. de Lagrange's *Peut-être* made the running at a great pace; but Fordham, on Doncaster, was waiting his opportunity, and, after the first mile was over, he overtook horse after horse, and won easily. The victory of the English horse called forth a tumultuous enthusiasm from the crowd, an episode that greatly impressed the Sultan of Zanzibar, who was one of the distinguished visitors.

An innovation was made this year in the charges for the Grand Stand; one ticket only was issued available for the four days, and cost £1. Although many thought the alteration unwise, the receipts, it is said, exceeded £24,000 from all sources, which would seem to indicate that the weekly ticket was successful.

The Grand Stand since 1866 had been entered through a wooden and thatched building, a pretty structure, in keeping with the rural surroundings, but out of harmony with the solid buildings on the course. The Trustees, therefore, ordered its removal, and erected the present handsome colonnade in the Italian style of architecture. It consists

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of nine arched openings leading on to a hall 120 ft. by 25 ft., and flanked at each end by pavilions. The approach from the Central Hall to the lawn is through an arch of 22 ft. span, and connected with the iron-covered way.

Lord Hardwicke was Master of the Buckhounds from 1876 to 1879, and during his term of office a much-needed reform was carried out in Tattersall's Enclosure. The presence of "welshers" had been severely commented on, as any one could enter the ring by payment, and no proper supervision was exercised. Lord Hardwicke, therefore, in 1877 appointed William Elliott as gatekeeper of Tattersall's Enclosure, and gave him the service of two men of the A Division of Police to support his authority, with strict orders to rid the place of all thieves. The effect of this clearance was to greatly facilitate the transaction of business.

Twenty-two horses went to the post for the Hunt Cup in 1877. Strathmore had many supporters, but Lord Wilton's Cradle was a light weight, and was thought a dangerous rival. Before the horses reached the distance Strathmore was fairly done, and Cradle, drawing away from the others, won easily by a length and a half.

As the Prince and Princess of Wales were driving to the course an unfortunate incident occurred, which delayed the Royal Procession for nearly half an hour. Lady Susan Melville, one of the Ladies-in-Waiting, was taken suddenly ill, and had to be conveyed to the house of Goodall, the Royal Huntsman.

Considerable interest was occasioned on Cup Day by the presence of the Princes Albert Victor and George, it being their first appearance at a race meeting.

Cannon rode a fine race for the Gold Cup on Lord

Lonsdale's Petrarch. When passing the hotel turn, Petrarch attempted to stop, and made as if he would go to the stables, but Cannon managed him splendidly ; and, although at Swinley Bottom he was six lengths behind, fortune favoured him. At this point Sugar Loaf bolted and jumped the ditch, and Petrarch slipped into third place, increasing his advantage, until at the bend into the straight he took the lead from Skylark and Coomassie, and won easily by four lengths.

The year 1878 opened unfavourably for the Turf. The Marquis of Ailesbury, a good friend, and Admiral Rous, the great authority on racing matters and a thorough sportsman, had both joined the great majority. It was interesting, therefore, to find there were nearly seventy entries for the prize founded to commemorate the Admiral's death. The race was run over the mile course, and resulted in a grand contest between Petrarch and Dalham, the former winning by a neck, and pulling up somewhat lame amidst a furore of excitement.

Count de Lagrange was very successful with Verneuil, winning the Gold Vase, the Gold Cup, and the Alexandra Plate. In the Vase he beat Lady Golightly easily, and in the Cup managed to beat Silvia, who was considered a "cert." Although the four starters were together at the brick kilns Verneuil answered so well to the call that Goater made him that he quickly took front place and won by ten lengths. The Alexandra Plate was captured with as much ease as the Cup.

The rain seriously interfered with the pleasure of the meeting in 1879, and the storm that raged on the Wednesday morning caused much uneasiness in regard to the running.

Most backers lost money and caught colds, the ladies fared very badly, and everybody had complaints to make against the "Clerk of the Weather." The meeting, however, was, as a whole, successful, and the racing contained several surprises. The added money in round numbers amounted to £15,000. In the Gold Vase, Tom Cannon rode Isonomy, and beat Silvio, son of Blair Athol, ridden by Archer. Spite of the pouring rain that had come down during the night, twenty-eight horses went to the post for the Hunt Cup. Avontes and Drumhead were the favourites, but Mandarin won by a length.

In the Cup, Isonomy again distinguished himself, winning easily from Touchet, Insulaire, and Verneuil. The betting was 2 to 1 against Isonomy and 7 to 2 against Touchet.

Silvio was the favourite for the Hardwicke Stakes, but he was beaten by Chippendale, to the great surprise and disappointment of every one. Silvio had apparently disposed of all his opponents at the half distance, when suddenly John Osborne appeared driving Chippendale home, and, catching Silvio at every stride, finally came in a winner by a head.

The result of the race for the Rous Memorial Stakes caused considerable friction, and necessitated a decision from the Stewards. Count Lagrange's Phénix, for the Rosebery Stakes at Epsom, had opened a hot favourite, but was quickly displaced in the market by Paul's Cray, who hailed from Mr. Jennings' stable. In the race Phénix never came near the front until the issue was a foregone conclusion, and the questionable betting that had taken place was thus confirmed. The result irritated the public, and they expressed their dissatisfaction as loudly as when

another French horse, Fille de l'Air, won the Oaks, but it was explained that Phénix could not manage so long a distance as a mile. No wonder then there was considerable opening of eyes at Ascot when the supposed non-stayer over a severe mile course came away and won in a



ISONOMY

canter, giving 21 lb. to Out of Bounds and beating Sir Joseph and a large field. Phénix was "whitewashed," but there were those who dissented from the Stewards' position on the ground that two at least of the arbiters had backed Paul's Cray at Epsom.

Mr. Gretton's wonderful horse, Isonomy, in 1880 again

captured the Gold Cup from Chippendale, passing the post an easy winner, after allowing his rival to make the running. In the Hardwicke Stakes there was a near race between Rayon d'Or and Exeter, the latter winning with very little to spare.

The behaviour of Peter in 1881 was remarkable, and occasioned much surprise to his backers. There were three competitors for the Queen's Vase—Peter, Monarch, and Ambassadors. Peter was firm favourite, and so sure was a section of the public that he would win that many laid 300 to 1 on him. But, alas! for the uncertainty of certainties. In the race, after turning the Swinley bend, when opposite the hotel, Peter was seen to suddenly stop, strike his fore feet firmly into the ground and begin to kick. A groan of astonishment arose from the backers of the favourite. Wood tried persuasion and coercion, but Peter was, like his namesake—firm as a rock. By this time the others were in the Swinley Bottom, and poor Wood had to bring the refractory Peter back to the paddock, where he was met by his owner, Sir John Astley, who, true sportsman as he was, sympathised with his jockey, merely remarking to his horse, "So he wouldn't go past his stable, eh!"

"The Mate," as Sir John Astley was called, was not cast down by the sorry spectacle of the previous day, and when the numbers for the Hunt Cup were hoisted Peter's name was there, with Archer as his guide. The betting was 100 to 30 against Peter, but when the starters were going to the post it seemed that longer odds would have been warranted, for he commenced to play his old antics and tried every conceivable trick to throw his rider.

Delay was, of course, occasioned at the start by these vagaries, and even when the flag fell and the others were away the cry was, "Peter's left." So he might have been, but before the Grand Stand was passed he was gaining on his competitors. Then he evidently thought of his performance of the previous day, and made as though he would stop and kick, but Archer knew his moods, and, humoured and encouraged by a gentle pat on the neck, and a "Go on, old man," he went like the wind, quickly headed Petronel, soon breasted Sword Dance, and won by three-quarters of a length. Deafening shouts greeted the final struggle, and Sir John Astley, as well as his jockey, received quite an ovation in the paddock. But this was not the last of Peter. He was entered for the Hardwicke Stakes, worth over £3000, and Archer was engaged to ride him. As the starting post was just below where Peter had stopped to kick on the Tuesday, Archer got Sir John to approach the Stewards, and obtained permission to take him down the reverse side, and arriving at the starting post as the flag fell, led him past his favourite stopping place, and won by eight lengths. The Gold Cup was won by Robert the Devil.

Mr. J. R. Keene's Foxhall was the winner of the Cup in the following year, when he met the Duke of Beaufort's two champions, Faugh-a-Ballagh and Petronel, and managed to capture the prize by a neck. The Cup was sent to Mr. Keene at New York, but he objected to pay the 1000 dollars demanded by the Customs authorities as duty, and it was not until 1884 that he obtained permission to have the Cup exported back to England without payment of the duty.

At this meeting Mr. C. J. Lefevre had some good luck with Tristan (by Hermit) winning the Gold Vase, the New Biennial, and the Hardwicke Stakes.

We must pause awhile to note some great alterations that had been effected in the precincts of the Course. In 1878 it was resolved to sell the old wooden Alexandra Stand by auction on the last day of the races, and in the meantime plans were prepared for a new and permanent edifice. Messrs. Oades and Walker accordingly disposed of the timber, and building was at once commenced, and was completed in time for next year's meeting. The new Stand was erected on a level with, and adjoining, the Grand Stand; its lower portion took the place of the old structure, the upper part gave room for 28 boxes, and on the roof were 391 stall seats. At the back of this Stand a large refreshment hall, 60 ft. by 20 ft., was built; cellarage and store-rooms were provided in the basement, and above the dining-room, on a level with the boxes, three private luncheon-rooms were made, besides cloak-rooms and other offices. A terrace with a flight of steps leading to the dining-hall was also formed on the lawn side of this building.

Great alterations, too, were made in the paddock and stabling enclosures. The old sheds were found very inconvenient and unsuitable for modern requirements, and in consequence new saddling stables and stalls were erected from designs by Messrs. Clark & Holland, of Newmarket. The new range of buildings, 240 ft. long, occupied the south side of the paddock, abutting on the main road, and consists of a central stable, containing four boxes, on either side of which are nine open stalls. At both ends of this central building are stables with four stalls, the whole giving

accommodation for saddling thirty horses. In the paddock some of the trees were removed, and the old wooden palings that had for so many years shut it in were replaced by open iron fencing, and double gates for the horses opening on to the course. In the weighing enclosure also the jockeys' dressing-rooms were doubled in size, and a substantial refreshment bar took the place of the old booths.

At the Hotel corner a bank was erected in 1878. Previously there had been no boundary at this point, and horses had often bolted. The bank, which was 4 ft. high, was therefore a great advantage, and being planted with lime trees, removed from the paddock, and surrounded with stout iron railings, considerably improved the course at this end. At the bottom of the New Mile a handsome iron entrance gate, surmounted with the Royal Arms, was put up in place of the unsightly wooden posts, to enable the Royal Procession to enter at that point. A new lodge was built in the following year, and the appearance of this part of the course was further enhanced by widening it 60 ft. for some distance from the entrance. In 1881 the Master of the Buckhounds' Stand was enlarged by removing the Press Box and extending the building to the Trainers' Stand. The raising of the lawn in the Royal Enclosure also gave much satisfaction.

There was a great array of rank and fashion at the 1883 meeting, when a new race was introduced. The King of the Netherlands presented a cup, called the Orange Cup, and valued at £600. The conditions were similar to those for the Alexandra Plate, with the stipulation that it was only open to horses bred in Great Britain or Ireland, and owned, ridden, and trained by British subjects.

Royal Ascot •

Mr. R. Peck's Barcaldine won easily by three lengths, and as soon as the race was over he presented the cup to the Princess of Wales.

Mr. C. J. Lefevre was again successful with Tristan ; this year he managed to capture the Gold Cup by three lengths, and the Hardwicke by a length and a half. The New Stakes fell to his Wild Thyme.

Mr. Gerard, who was successful in 1882, with Sweetbread in the Royal Hunt Cup, this year won the same race with Elzevir, Sweetbread taking the Visitors' Plate. Lord Falmouth's Galliard won a total of £4022 in the Prince of Wales' Stakes, the St. James' Palace Stakes, and the Triennial Stakes.

In 1884, in consequence of the death of the Duke of Albany there was no Royal Procession, and the Royal Stand was closed. Again in the following year, although the Prince and Princess of Wales attended in state on the Tuesday, on Cup Day the Royal Procession was omitted, on account of the funeral of Prince Charles of Prussia. In spite of these circumstances the attendance in both these years was prodigious, and the number of coaches and vehicles on the course was considerably greater than had been seen for some seasons.

There is little to note as unusual in the sport ; many of the races were well contested, but the fields were poor. The most interesting race was that in which the Duke of Portland's St. Simon swept past his opponents for the Cup, and won amidst tremendous shouts by twenty lengths.

The Turf lost an old and faithful servant in 1885, when Mr. T. McGeorge died. He had been official starter to the Jockey Club for twenty-two years, and



THE FIELDS OF HURLEY

THE MOST INTERESTING RACE

THEY HAVE GOT THE HARRIS

THE HANS HANS

LENSLOW

was greatly respected by all those with whom he had to do.

The 1886 meeting will be remembered most for the attendance on the Friday. Ascot Friday at one time was a very poor day, there was a general air as of glories that had departed, a kind of black look like the morning after the carnival. Now things are different, and the interest of the Alexandra, Hardwicke, and Wokingham Stakes often makes it a superior day to the others. There was a universal desire to see Ormonde and Melton meet in the Hardwicke Stakes. It was a fine race. Melton, the winner of the Derby, was ridden by Archer; Ormonde, who had already won for the Duke of Westminster over £16,000, was under the guidance of Barrett. The whole race was centred in these two; from the start they remained close together until nearing the straight for home, then Ormonde drew to the front, and, although Archer urged on Melton to his limit, there was no overtaking the Duke of Westminster's horse, who won easily by two lengths.

There were fourteen starters for the Royal Hunt Cup, and Mr. W. Gilbert's Despair came in first by half a length. An objection, however, was lodged against the winner on the ground of boring, but it was overruled. The Prince and Princess of Wales were present throughout the meeting, and drove on to the Course in semi-state, the procession being headed by Lord Suffield as Master of the Buckhounds.

It had always been a matter of considerable difficulty to get from the Grand Stand to the Paddock, the only way being to go across the lawn, along the Course, and into the Paddock by the Course gates. To obviate this

inconvenience the Trustees, early in 1887, authorised the construction of a subterranean passage from the lawn at the back of the Grand Stand to the Paddock Enclosure. It was built by Mr. Charman, and was ready in time for the June racing. It is 118 yards long, and brilliantly lighted, and at each end there is a flight of steps leading to the upper air. The constant stream of people that passes between the Paddock and Grand Stand during the race week, witnesses from year to year to the forethought and judgment of the authorities.

Major Clement, the Clerk of the Course, also carried out several improvements in front of the Stands, more especially by enlarging the lawns, and adding 27 ft. to the Royal Enclosure, a corresponding extension being at the same time made to the width of the Course on the opposite side. The turn of the Course from the Old Mile was made more gradual, although the length was kept precisely the same. A very much better view of the horses on the Old Mile Course was obtained from the stands in consequence of the new light open-iron-work Spagnoletti Telegraph Board, which was erected in the place of its cumbrous predecessor.

The racing in the Jubilee year (1887) was remarkably good, and the attendance was prodigious. On the Tuesday's programme an additional race was included, called the Jubilee Cup, value 1000 sovs., with 500 in specie added for the winner; 300 sovs. for the second, and 200 sovs. for the third, for three-year-olds and upwards. The race resulted in an easy win by a length for Mr. Vyner's Minting, ridden by J. Osborne.

Perhaps the most successful owner at the Jubilee meeting

was the Duchess of Montrose, whose well-known nom-de-guerre, "Mr. Manton," figured as the owner of Heloise, the winner of the Coronation Stakes, Gay Hermit first in the Hunt Cup, and Timothy foremost in the Ascot Derby. The average value of the stakes won by Her Grace at this meeting was £4245.

As the horses were leaving the paddock for the Hunt Cup, a thunderstorm broke over the Course, and the race was run in a deluge of rain. Nevertheless, the finish proved most exciting. Doubloon, Corunna, and Snare had been beaten ere the distance was reached. Pearl Diver was ahead of Candlemas, Gay Hermit, and Beaulieu, until nearly opposite the Grand Stand, when Gay Hermit quickly passed them and won by three-quarters of a length. For upwards of an hour the stands presented the appearance of a forest of umbrellas, but the clouds then broke, and the remainder of the sport was carried through in brilliant sunshine.

An amusing incident, but one that might have been attended by very serious consequences, occurred during the race for the Prince of Wales' Stakes. When about 300 yards from the winning post, a mounted inspector of police suddenly rode amongst the finishing horses. Whether he was attempting to cross during the race, or whether his mount was suddenly seized with a desire to try conclusions with the racers was not ascertained. At any rate Scottish Chief, Grandison, and Phil were knocked half-way round, and Tom Cannon was thrown and his knee hurt, the result being that Claymore gained an easy win.

When Mr. Douglas Baird's Bird of Freedom won the Gold Cup there was a loud outburst of congratulation, but

Royal Ascot ♣

the greatest race of the Jubilee meeting, and a race that will live in the memory of those who witnessed it, was the Hardwicke Stakes. As the champions, Ormonde, Bendigo, and Minting strode down to the starting post, the whole Ascot multitude was on the tip-toe of excitement. With the cry, "They're off," every eye was riveted on the advancing three, and "the boldest held his breath for a time" as the trio raced along. Minting was a trifle ahead of Ormonde and Bendigo, and the same order was maintained until they were five furlongs from home. Half-way up the straight the three closed, and the battle waged furiously. Minting kept his advantage until a couple of hundred yards from the Chair, when Bendigo gave way, and Ormonde got on terms with Minting, and amid a roar of applause from the excited crowd, won by a neck after a desperate struggle.

In the Ascot Stakes of 1888 a somewhat peculiar incident happened. Mr. Jameson's Dan Dancer, who had cut a very poor figure in the Hurdle Race at Auteuil, was sent home in disgrace, but on arrival at Penrith it was decided to run him at Ascot to try what he could do in the Stakes. It was not surprising therefore that there was some merriment, and no small delight in Tattersalls' Ring when he cantered past the post, winning easily. The field against him was not good, but nevertheless, the fact that he had travelled from Paris to Cumberland and back to Ascot in little more than forty-eight hours, had had only time to stretch his legs once on the heath, and had then won the race, proclaimed him no ordinary horse.

Some owners have tried all their lives to win the Gold Cup, and have not succeeded, others seem to have all the

Reign of Queen Victoria, 1837-1901

luck. Mr. H. M'Calmont's first entry for the Cup was in 1888, with Timothy, and, although *Rêve d'Or* was favourite, Mr. M'Calmont's horse from the start of the race meant business, and overhauling his competitors, beat *Rêve d'Or* at the brick kilns, took the lead at the straight, and won by six lengths from *Tissaphernes*.

There was no Royal Procession in 1888. The carriages were ready to start on Tuesday and Thursday, but were stopped by telegraph, owing to bad news from Germany regarding the health of the Emperor Frederick. The Prince of Wales, however, was present on Cup Day, and returned to town on the following morning.

In the autumn of 1888, Mr. J. F. Clark resigned the office of Judge, which he had faithfully held since 1852. He was succeeded by his son-in-law, Mr. C. E. Robinson, who had been Deputy Judge to the Jockey Club.

The weather was perfect on Cup Day in 1889, bright, but not too hot; the attendance was large, and the four-in-hands made a good muster. The Prince and Princess of Wales occupied Sunningdale Park for the race week, and drove on to the Course in state.

The racing was good, but there was no event calling for special notice. The Duke of Portland's *Donovan*, ridden by F. Barrett, won the Prince of Wales' Stakes, the first English bred colt to win this prize with the full penalty. For the Gold Cup, M. De la Rue's *Trayles*, by *Restless*, proved an easy winner, although *Cotillon* and *Rada* both made serious efforts. *Trayles* took the lead at the start, and, increasing his advantage, cantered past the post a winner by four lengths.

Royal Ascot ♣

On the lawns and in the stands comments were frequent on the improved appearance of the Official Race Card. Instead of being a large and awkward flat card, it was printed in the shape of a book, somewhat similar to that used to-day. As showing the advance, even in so small a matter as the printing of the programme, it is interesting to remember that, in 1827, when Lord Maryborough was Master of the Buckhounds, and Mr. John Secker, the Town Clerk of Windsor, was also Clerk and Treasurer of the Race Fund, there were three kinds of cards printed, an arrangement, which besides being clumsy and unsatisfactory, was very unfair to the general public, who had to be satisfied with a very small and incomplete notice of the events. Such particulars as could be obtained were indeed given, and the colours were stated as far as possible, but no reliance could be placed on their accuracy, for the reason that no penalty was exacted for not declaring colours. The occupants of the Royal Stand fared better. About a dozen larger cards were printed for them, with space left for the colours to be inserted. These particulars were written in by the Secretary, from information received from the Judge, after the jockeys had weighed. A special slip card, with each race printed separately, and the colours and other information, added in writing, was presented for the occupants of the Royal Stand, by the Master of the Buckhounds, immediately before each race was run.

A great improvement to the Course was effected in 1889 by filling in the ditch on the south side, and by the erection of new kitchen and servants' offices, and more accommodation for the police.

Early in 1890, Colonel William Salisbury Ewart, late of the Grenadier Guards, and a Trustee of Ascot Grand Stand, died at the age of 55. The vacancy caused by his death was filled by Lieutenant-Colonel Rivers Bulkeley.

There was an exciting finish for the Coventry Stakes in 1890. The Deemster and Siphonia appeared to be running neck and neck, so much so, that those below the chair could not say which had won; the benefit, however, was accorded to The Deemster, who was adjudged to have just got his head past first. Another noteworthy event was the defeat of Sainfoin, the winner of the Derby, by the 4-year-old Amphion in the Hardwicke Stakes.

Both the 1891 and 1892 meetings were financially good, but the sport did not present any particularly interesting feature.

The way in which Workington won the Trial Stakes in 1893, evoked loud applause and hearty congratulations for Mr. James Lowther and his jockey. Workington had to carry 9st. 8 lb., giving weight to all his rivals. Halma and St. David gave him some trouble, but he managed to get away from them and win easily.

There were only four runners for the Gold Cup; Marcion was favourite at 5 to 4, and Buccaneer ruled at 7 to 4. For upwards of a mile—in fact, well into the straight—Buccaneer led well, then Chandley gave Marcion his head, and, slipping past the other horses, fairly romped home a winner by eight lengths.

Just before the Trial Stakes were run, the "Derby Dog" made his appearance, and created much amusement, running up the course, from distance to post—in remarkably quick time, too.

Royal Ascot

To increase the lawn accommodation, the old dining-room and kitchen at the back of the Grand Stand were demolished, and a large dining-hall, 70 ft. by 80 ft., was built, the ground floor being arranged as a tea-room. The carriage enclosure also was done away with and a new and larger one made below the Stand. An additional room was provided for reporters, and a permanent iron band-stand created for the string band on the lawn at the back of the Grand Stand. A great innovation was also made in regard to the charges for admission. Hitherto the prices had been 5s. on Tuesday, Wednesday, and Friday, and 10s. on Thursday; this year they were doubled, and 10s. for each day and £1 on Thursday was charged, a weekly admission ticket being also issued at £2.

Fine weather has more often than not attended the racing on Cup Day at Ascot, whereas the Royal Hunt Cup has repeatedly been unfortunate in this respect, and 1894 was no exception. There was heavy rain when the horses paraded for the Hunt Cup; nevertheless, there was a good field and the interest was great. When the horses came into view, all umbrellas went down in spite of wet, for it was seen that something exceptional was taking place. Victor Wild was coming on apace, and although Calder made a fine challenge on Avington, Mr. T. Worton's horse held his own and won by half a length, beating the three favourites—Amandier, Cabin Boy, and Adoration.

The Cup Day, on the other hand, was remarkable for the brilliancy of the weather and also the illustrious character of the attendance. The Prince and Princess of Wales with a distinguished company graced the Royal Stand, which was in charge of the Lord Chamberlain. The programme,

too, was excellent. For the Gold Cup the betting was 5 to 2 on La Flèche and 7 to 2 on Callistrate. In the race Callistrate led well into the straight, when Baron Hirsch's mare gave her rival the go-by, and sweeping to the front won by three lengths.

On the following day the Prince of Wales's colours were successful in the St. James's Stakes, a gratifying finish to an excellent meeting. As the horses neared the straight, it was seen that the royal owner's Florizel II. was closing on Athlone, and great was the applause as he passed the post, a winner by a length.

During the closing years of the century the Trustees did much to improve the general appearance of the Grand Stand buildings. In the first place they obtained in 1894 a new lease of the course and adjacent property, which will not expire for 40 years. Then the width of the entrance verandahs was doubled; all covered ways and shelters have been extended, in order to afford the greatest possible protection in the event of inclement weather; a new covered way added to allow visitors to reach the dining-hall without going into the open, and also to give more accommodation for dining; and the balcony was covered with a glass roof, over which a continual stream of water is allowed to flow to ensure coolness for the occupants. The unsightly water-tower was removed, and the space thus obtained utilised for stall seats, the tank for supplying water to the stands being placed out of sight at the back. Further, the balcony of the Grand Stand was extended to the south-east end of the building, giving additional accommodation for 300 persons. The enlargement of Tattersall's Enclosure to about double its previous

Royal Ascot ☞

dimensions, with two extra entrances from the lawn and race course, has tended considerably to give more facilities to those interested in the Ring, while on the lawn the comfort of spectators has been increased by the prohibition of betting. The formation of a subway, in 1899, under the high road from the grounds of Ascot Heath House to a point near the Royal Stand, has added to the convenience of visitors to the Royal Enclosure, and the construction of a new dining-hall by the side of the old one, to minimise the difficulty of providing for so large a concourse of people in the short luncheon interval are but a few of the improvements effected for the comfort of the ever-increasing multitude who attend the races.

When viewed from the course there was always, from an artistic point of view, a stunted look about the buildings bordering the Heath, the great length of the stands having no elevation to break the uniformity. It was therefore a very great improvement when, in 1896, the new tower to the Grand Stand was completed, greatly enhancing the appearance of the buildings and affording a distinct landmark that can be seen for miles round. The tower is square, and is 45 ft. above the top of the Stand. It consists of two parts—the lower, which is protected by an open stone balustrade, 24 ft. square; the upper, which forms the clock tower, 16 ft. square, and surmounted by a large weather vane. On the four sides are large open-face dials, and a peal of bells chiming the quarters, tells the time of day to the whole neighbourhood.

Since the triumph of Boiard, seven years previous, there had not been so much excellence displayed as in the race for the Cup in 1896, when Omnium II., Victor

Wild, Florizel II., and Sir Visto assembled at the post to contest the principal Ascot prize. The French horse, Omnium II., was thought to have very good chances, but Victor Wild was the popular favourite. There was, therefore, keen disappointment among the supporters of the people's candidate, and some surprise also, when, after Omnium II. had been ahead most of the way, Mr. Hamar Bass's Love Wisely came to the front and won easily.

Good luck attended the fortunes of M. de St. Alary on the first day of the Ascot week. His horse Arlequin made an easy win in the Ascot Stakes by ten lengths. His owner was not present to see him take the chief event of the programme, having that morning successfully fought an affair of honour in France.

Mr. Coventry had considerable trouble in starting the horses for the Hunt Cup, and more than half an hour was wasted before they could be fairly sent off; the race resulted in a popular win for Lord Rosebery's Quarrel.

Mr. Brassey's Pride also deserves mention, winning the Gold Vase and the Alexandra Stakes.

The unusually brilliant weather that prevailed throughout the time of the national celebrations of Queen Victoria's Diamond Jubilee had set in prior to the Ascot Meeting, and consequently the week's racing was carried through under a clear sky, and amid all the pomp and circumstance of State.

In the Royal Procession were their Royal Highnesses the Prince and Princess of Wales, the Duke of Saxe-Coburg and Gotha, the Princess Victoria of Wales, the Duke and Duchess of York, Prince Albert of Schleswig-Holstein, the Crown Prince of Denmark, the Duke of Cambridge, and Prince Christian.

Royal Ascot ♣

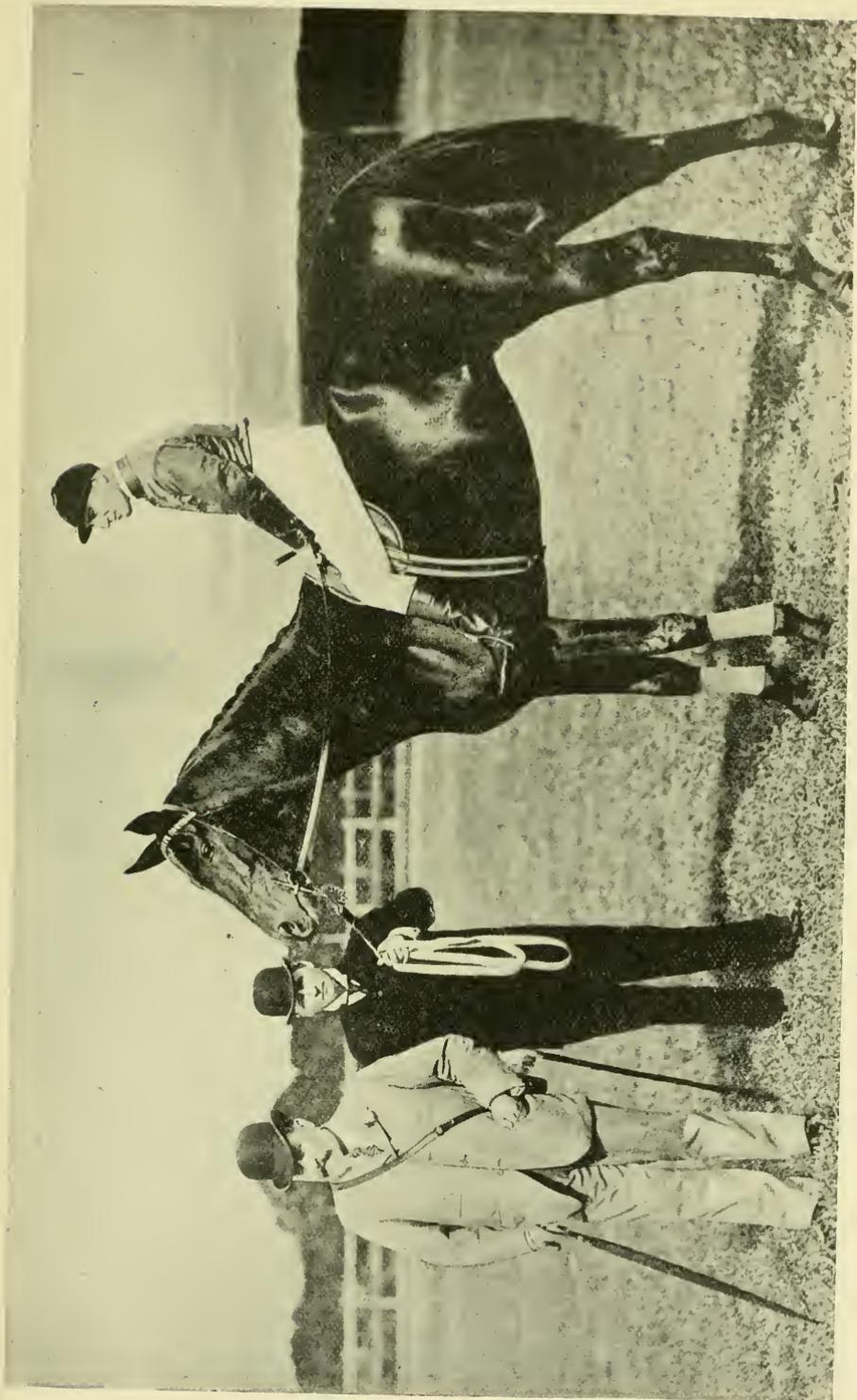
There were eighteen starters for the Hunt Cup, not including Stewarton, who bolted and fell in going to the post. The horses were well together for the greater part of the race, but when the distance was reached, Knight of the Thistle pulled to the front, and although Victor Wild made a gallant attempt, he could not reach him, and was beaten by three-quarters of a length.

Only three times in the century were the Royal colours successful in the Cup race. The Duke of York, brother of George IV., in 1815 won with Aladdin, and six years later the prize fell to him in a "walk over" with The Banker. The victory of the Prince of Wales' Persimmon, therefore, brought to its zenith the enthusiasm of the Jubilee Ascot.

There were several good races in 1898. The Hunt Cup was won by Mr. Leopold de Rothschild's Jaquemart by a length and a half, and on Cup Day the Paddock might have been a boulevard or the scene of a French race meeting, so many Frenchmen were present. The reason was that Elf II., the horse of M. de Bremond, was favourite. He had run in the Hunt Cup, but was not placed. His chances in the Gold Cup were therefore somewhat uncertain, and the excitement of the French visitors was tremendous when he was seen passing The Rush, and eventually winning by a length and a half.

Eager won the Rous Memorial Stakes for the second year in succession, and the Duke of Westminster was fortunate in securing a prize each day, winning the Trial Stakes with Collar, the Coronation with Lowood, the New Stakes with Flying Fox, and the Hardwicke with Collar.

The Ascot Meeting in 1899 was shorn of part of its accustomed brilliancy by the omission of the Royal Pro-



THE ROYAL PERSIMON GROUP

cession, the absence of the Princess of Wales owing to the death of the Queen of Denmark, and the death of Prince Alfred of Saxe-Coburg. The Prince of Wales, who stayed at Ascot Heath House for the race week, walked over with the Duke of Cambridge. The Duke and Duchess of Connaught, the Duke and Duchess of York, Prince Christian, and the Grand Duke Michael Michaelovitch of Russia also graced the Royal Stand.

The racing on the whole was good. Some disappointment was felt that the Gold Vase did not fill, but most of the other races produced fair fields. The Ascot Stakes fell to Lord Rosebery's Tom Cringle by a neck. There were only sixteen starters for the Hunt Cup, and the race resulted in an interesting finish between Refractor, Eager,



CYLLENE

and Knight of the Thistle. Eager was favourite, and touched 100 to 30 before the flag fell, but the heavy weights

Royal Ascot ♀

could not stand against the three-year-old Refractor, who won by a length and a half.

The race for the Gold Cup was of great interest. M. de Bremond had come to see his Gardefeu win, and repeat the success of Elf II. in the previous year, and in some measure make up for the tragic loss of *Holocauste* at Epsom. He was doomed to disappointment, however, for Mr. C. D. Rose's *Cyllene* defended the English cause, and was an easy winner by eight lengths, Lord Edward II. second, and the French horse a poor third.

The last meeting of the nineteenth century at Ascot was hardly up to the usual standard, either as regards racing or brilliancy. For the Hunt Cup there was an average field. The interest chiefly centred round the chances of *Royal Flush* against *Good Luck* and *Harrow*. At the break up of Mr. Lee's stables at the end of 1899 Mr. J. A. Drake bought *Royal Flush*, a splendid son of *Ravo*, for £400, and 1900 saw his sixth season of racing. When the flag fell the old horse quickly showed that he was not prepared to leave the laurels to younger blood; forcing the pace uphill he crossed the road three or four lengths ahead of *Harrow* and *The Reeve*. But *Good Luck* was close up and took second place. Within the distance the space between the two was greatly lessened, and as the winning-post was reached the two horses were almost abreast. Then they swerved from one another, but *Royal Flush* held on and won by a head.

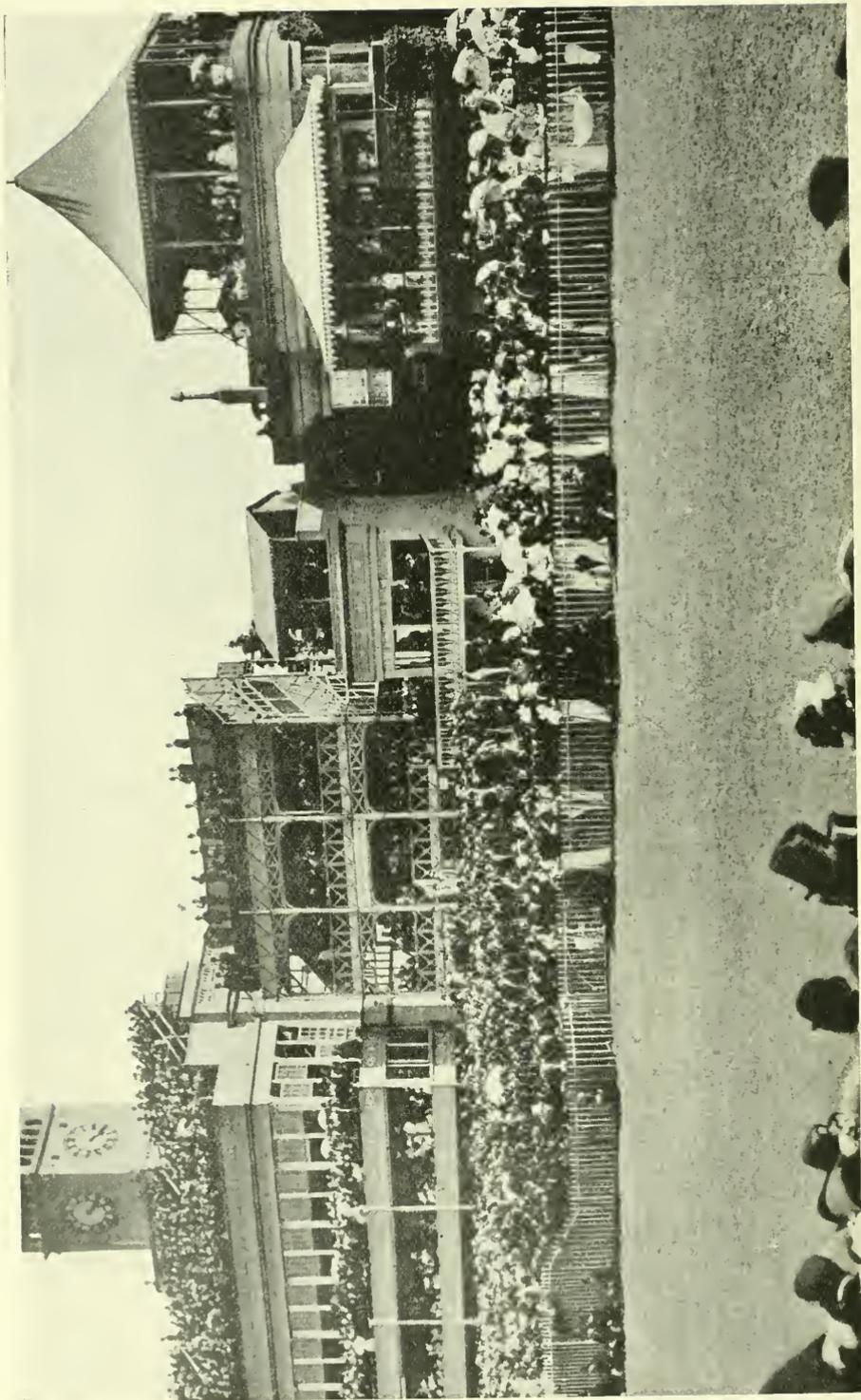
Those who had come over from France to see Monsieur Caillault's *Perth II.* win the Gold Cup were doomed to disappointment. Although doubts were entertained of the powers of the French 4-year-old with the Scotch name,

there was not much to be said for his competitors. Merman and Scintillant claimed staying powers, but at weight for age could not be classed against a Grand Prix winner. In the end odds of 4 to 1 were betted; while The Grafter, who had played a poor part in the Ascot Stakes, was in some demand at 100 to 8. Mrs. Langtry was not present to see the performance of Merman, the 8-year-old son of Grand Flaneur. When the horses had got fairly to work, Nevis made the pace, Scintillant following, and Perth II. in third place. But Nevis collapsed some way from home, and Merman gradually drew to the front. As the horses entered the straight Perth II. swerved to the left and gave second place to Scintillant. Merman meanwhile continuing his lead, gained a signal victory, recalling his double victory at Goodwood in the previous year. The race, however, was the poorest since 1892, when Buccaneer took the Cup in the match against Ermak.

We have in this chapter dealt with the progress of Ascot during the long and glorious reign of Victoria the Good—a period that has been marked by vicissitudes of fortune, by trials, by reverses, through which the Royal Race Meeting has triumphantly won its way to the proud position of one of the established national institutions. Last year the cloud of sorrow was over the land, and Ascot shared in the national mourning. The Royal Stand was entirely closed, but, rather than cause disappointment to those usually favoured with enclosure tickets, His Majesty commanded that only that portion of the lawn immediately in front of the Royal Stand should be railed off—a thoughtful act, which was much appreciated. The weather was cold, and it is doubtful if such a sombre Ascot was ever seen before.

Royal Ascot ♣

This year, however, the sun of rejoicing will be in high heaven, and Ascot, true to itself, will join in the brilliant celebrations that will attend the coronation of our noble King. The gorgeousness of colouring which is generally so striking and beautiful a feature of the Royal Race Meeting will be greatly enhanced by the new buildings that have been erected, while the races should be improved by the alterations effected on the course. With the interest that is being taken in its well-being by His Majesty, the Ascot of 1902, if we mistake not, will long be remembered as one of the most brilliant in its history.



THE ROYAL ENCLOSURE AND GRAND STAND, ASCOT, 1897

CHAPTER IV

MODERN ASCOT

TIME was when there were no railways to carry the sportsman from London, in less than an hour, to the scented air and restful green of the Berkshire Heath. To-day the railways to Ascot and Windsor both claim their



SWINLEY CORNER

quantum of patrons. In the early years of the last century. Sunninghill and Windsor made high festival during the summer months like other fashionable resorts, and to-day, Ascot, Bracknell, and Sunningwell still keep carnival during the Ascot week. To thoroughly enjoy Ascot, there is no

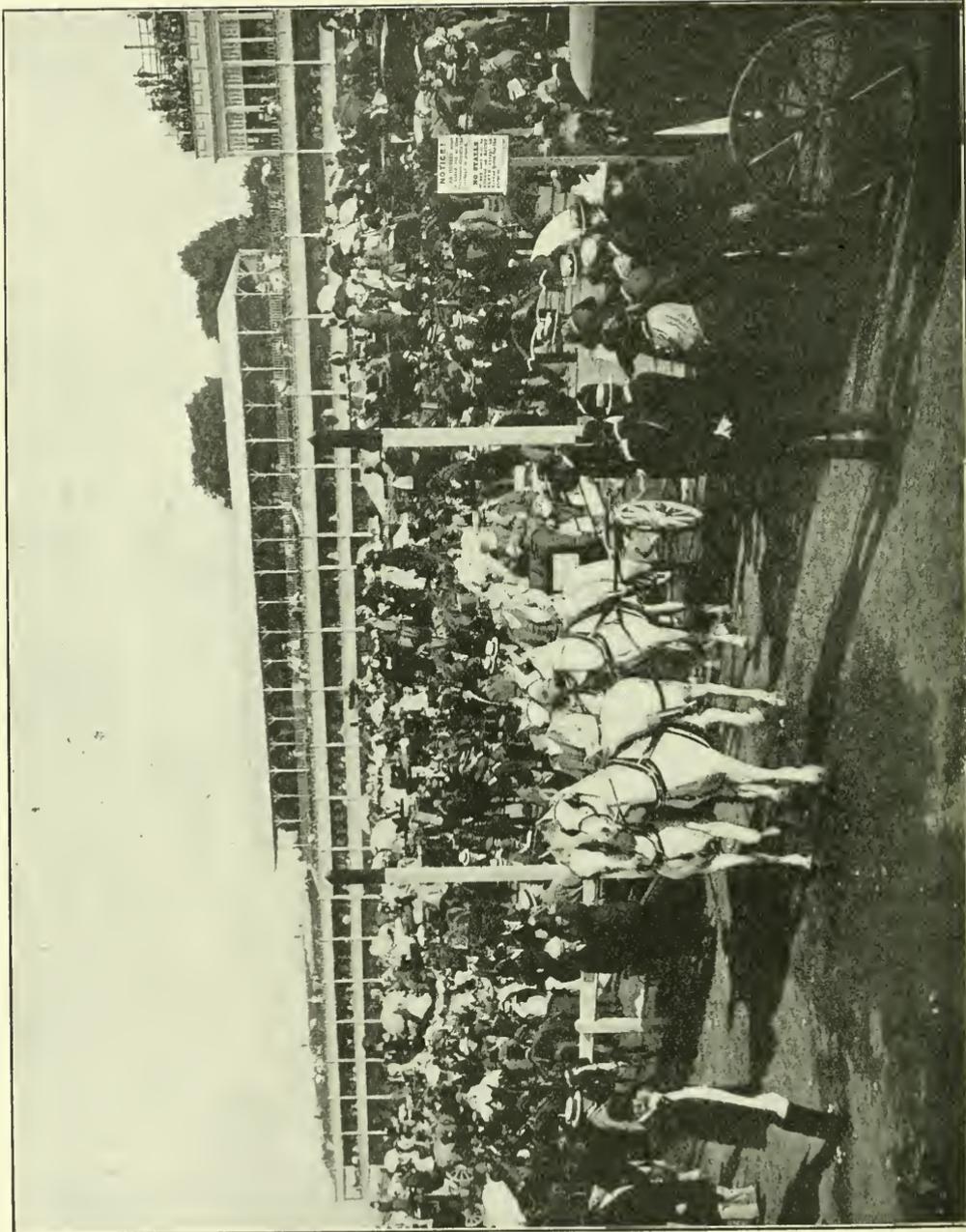
Royal Ascot ☞

better way than to rent one of the numerous mansions in the vicinity, and so great is the demand for houses for the race week, that the majority of habitable properties are secured months in advance. Ascot week is an elastic term, and may include anything between the four days racing and a week previous or later. After the attractions of the races themselves, garden fêtes and dinner parties claim the long evenings, while the natural beauty and exhilarating air of the Berkshire country add not a little to health and enjoyment.

In the beginning of June a stranger in London would be amazed at the outward and visible signs of the Ascot stir in Society. Should he visit Waterloo and Paddington stations he will see innumerable piles of luggage, watched over by footmen, valets, and servants, while stable hands attend to horses and carriages, all consigned to Ascot or the surrounding country: if he pass down Bond Street, the long line of carriages that wait opposite Ashton's will apprise him that there the tickets to the Grand Stand can be obtained.

Gay and stately Ascot! Royal Ascot! Imperial Ascot! The day of its great meeting at length arrives, and those who have not already taken up their residence there must needs make use of rail or road.

For the nonce, the plebeian Waterloo Road attempts to vie with Hyde Park, and keeps its retinue of carriages waiting to "set down" its fair patrons, and Paddington transforms itself into a promenade of beauty and fashion, for it is quite as much in the order of things to go by rail as by road. Whether we travel easier now than in years gone by, let those say who remember the primitive rolling stock that was



NOTICE
The following is a list of the names of the drivers of the horses which have won the Grand National Steeple Chase, and the names of the owners of the horses which have won the same.



ON THE COACHES

then in use. While for the visitor to Ascot all is ease and comfort, for the officials and servants of the two great railway companies, that serve to convey the thousands to Ascot from London and other places, the meeting is a period of great anxiety. Special trains run one after the other, as one is filled up and started, another is made ready, and it is computed that in the course of the four days as many as 150 specials are sent out from the two London termini. So great is the demand made on the rolling stock, that the services of the Midland, Great Eastern, and North Western Companies are invoked, and lend their aid in placing whole trains at the disposal of the respective managements.

Nor do all these specials convey first-class passengers. In the early morning a very different company journeys down to Ascot, the outside betting fraternity, the coster, the card seller, the vendor of sweets, and the hundred-and-one types of character that go to make up that strange anomaly—the crowd.

On the route, time is allowed for a careful survey of the notes and anticipations of our favourite prophet, and, at the few stations at which we stop, tempting baskets of ripe peaches and cherries are thrust in at the windows by country women, anxious to give the ladies an opportunity to soil their spotless gloves.

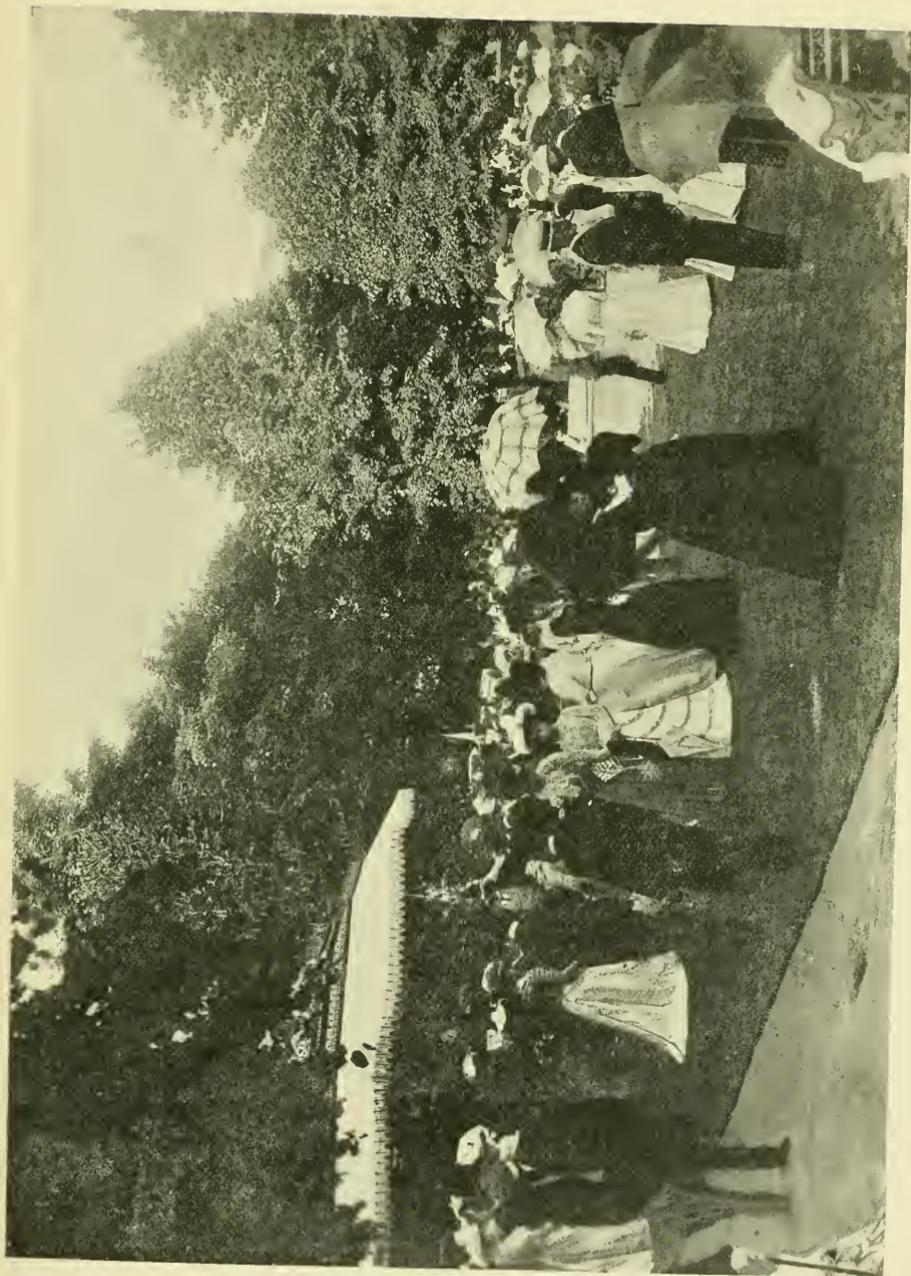
There are many lovers of this royal race meeting who still look upon the railroad as an interloper, and, for themselves, they invariably attend and drive down on their coaches. Since the advent of railways, of course, there are not nearly so many vehicles on the road, but even now a constant stream of traffic makes the great highway a very

lively scene, and, as in olden days, the lordly coach and the humble cart run gaily side by side towards the scene of the day's sport and enjoyment.

Once outside Windsor Station, a babel of welcome greets one. "Ascot, sir? 'Ere ye air, sir, seat for Ascot, just off"; and as the coaches and wagonettes and carriages are filled, off they go, hundreds of them, a long procession, all on pleasure bent. The drive from Windsor to Ascot, according to the road you take, is from five to seven miles, and the way lies through Windsor Forest. Acres upon acres of lovely country, and mile after mile of luxurious foliage—oak, elm, and beech, radiant in all their June beauty—delight the eye and charm the senses; here a herd of deer are seen; there, amongst the bracken, hundreds and hundreds of rabbits scamper about, quite unmindful of the close proximity of man.

As the carriages from Windsor round the Avenue, the first view of Ascot Racecourse is indeed a striking one; the great mass of humanity, dense as ants, and the white expanse of canvas, like the encampment of some vast migration. Even at this distance, however, the dresses and parasols of the ladies upon the Lawn have all the appearance of a gaudy bed of flowers.

The route from Windsor has also its disadvantages, the clouds of dust that are raised by the long procession of vehicles detracting greatly from the pleasure of the drive. Ascot station is conveniently situated, not ten minutes' walk from the Grand Stand, and the scene there on a bright morning in Ascot week is animated and exciting. Visitors arrive in thousands—the aristocracy and the well-to-do, the sporting gentleman and the politician,



THE LAWN ON CUP DAY

the Army and Navy are represented, anxious parents with their daughters, the young *débutante*, and the stately duchess. There are grave faces, too, as well as gay, showing that profit, no less than pleasure, has brought its followers to the Heath.



THE LAWN AT THE BACK OF
THE GRAND STAND



THE BAND STAND

Special after special sets down its burden of eager beings, and guards and porters are here, there, and everywhere. Needless

to say, Ascot week is a harvest for them, as it is also for many not well blessed with this world's goods, for, if one were to moralise, your racing man on a bright, cheery

Royal Ascot

morning, bent on having a good day, is at peace with all men; his heart is warm to the suffering and the tragedy of others' lives, and, come what may, he will help to cast one ray of sunshine on his less fortunate fellows.

At the station the ways part that lead



THE ARRIVAL OF
THE COACHES

ON THE COACHES: SEEING THE RACE

to the scene of the day's enjoyment. An asphalted footway is available for those who

wish to proceed direct to the Grand Stand entrance or, for holders of tickets for the Royal Enclosure, a pathway leads through the gardens of Ascot Heath House, and thence through the subway direct to the Enclosure Stand.



ON THE COACHES

The lawn at the back of the Grand Stand is always delightful, and there are bright flower beds to please the eye, and gorgeous rhododendrons whose leafy foliage combines with that of the trees to afford a welcome shade from the heat of the sun. From the Band Stand the magnificent band of the Royal Artillery, led by Lieut. Cavalier Zaverthal, discourses sweet music, while wherever the eye may turn, it rests on visions of fair women, on whose toilette the highest degree of the dressmaker's art has been expended, the bright colours relieved here and there by the sombre figures of the gentlemen in frock-coats and glossy hats.

The majority of the coaches are in their allotted positions in the enclosures of the Four-in-Hand and Coaching Clubs. Between these two Clubs are coaches which, having arrived early on Tuesday, are made fast for the whole week. Others are driven down daily, and, although not in the front rank, add to the muster of vehicles opposite to the stands that extends from the post almost as far as the distance.

As the hour for the races approaches, a babel of tongues greets one from the Course, and the roar of voices is increased when the members of Tattersall's Ring get to business. By this time all coigns of vantage on the stands, coaches, and lawns are occupied, and the scene that greets the eye on taking one's place in the Grand Stand or on the Enclosure Stand is one that will live in the memory for ever. Below and to right and left is a dazzling *parterre* of beauty and fashion; for colour there is combined in one harmonious whole. There you may see all the tones, tints, and effects of flowers and beautiful sun-



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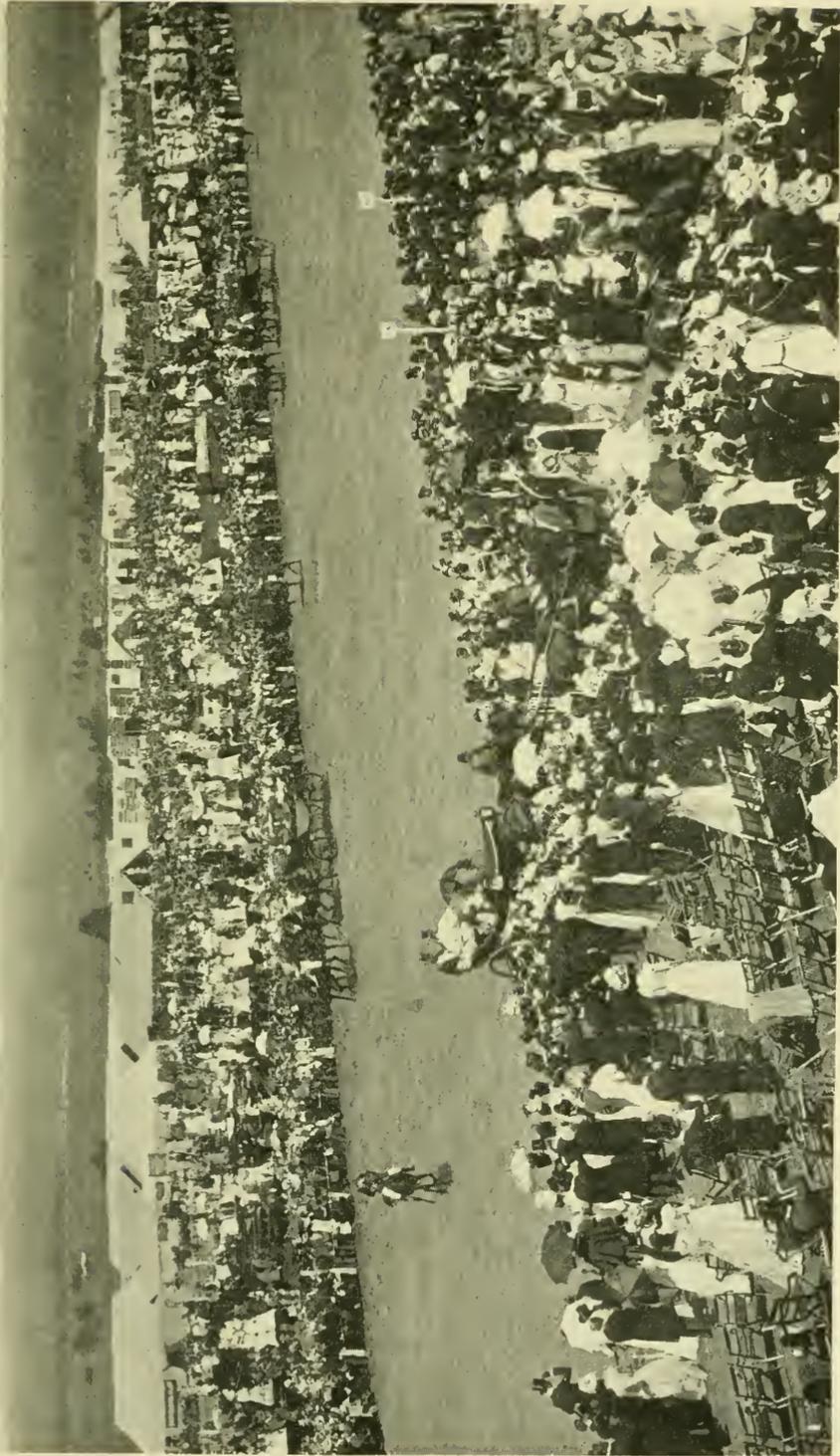


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(1) THE GUARDS' TENT. (2) THE CAVALRY CLUB TENT. (3) REFRESHMENT TENT ON THE LAWN

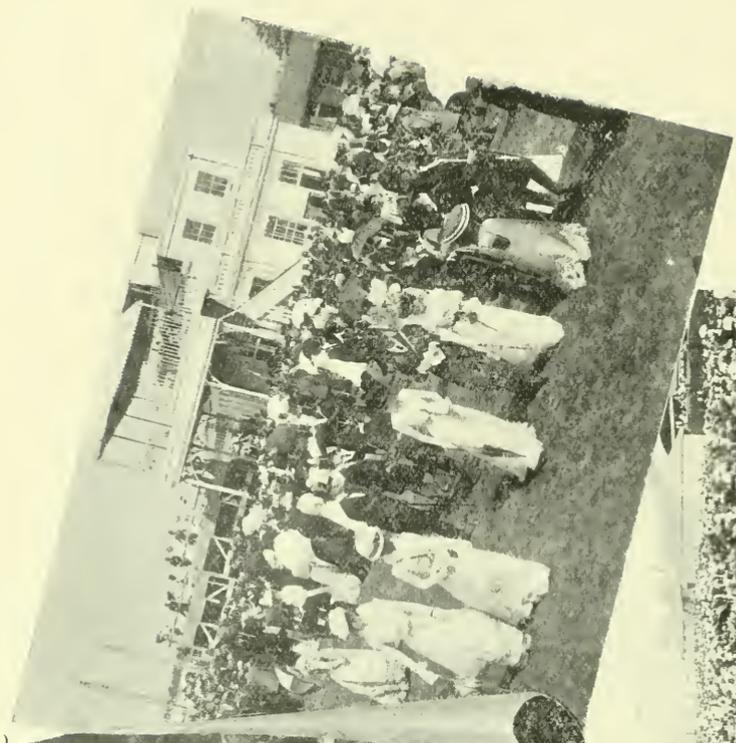


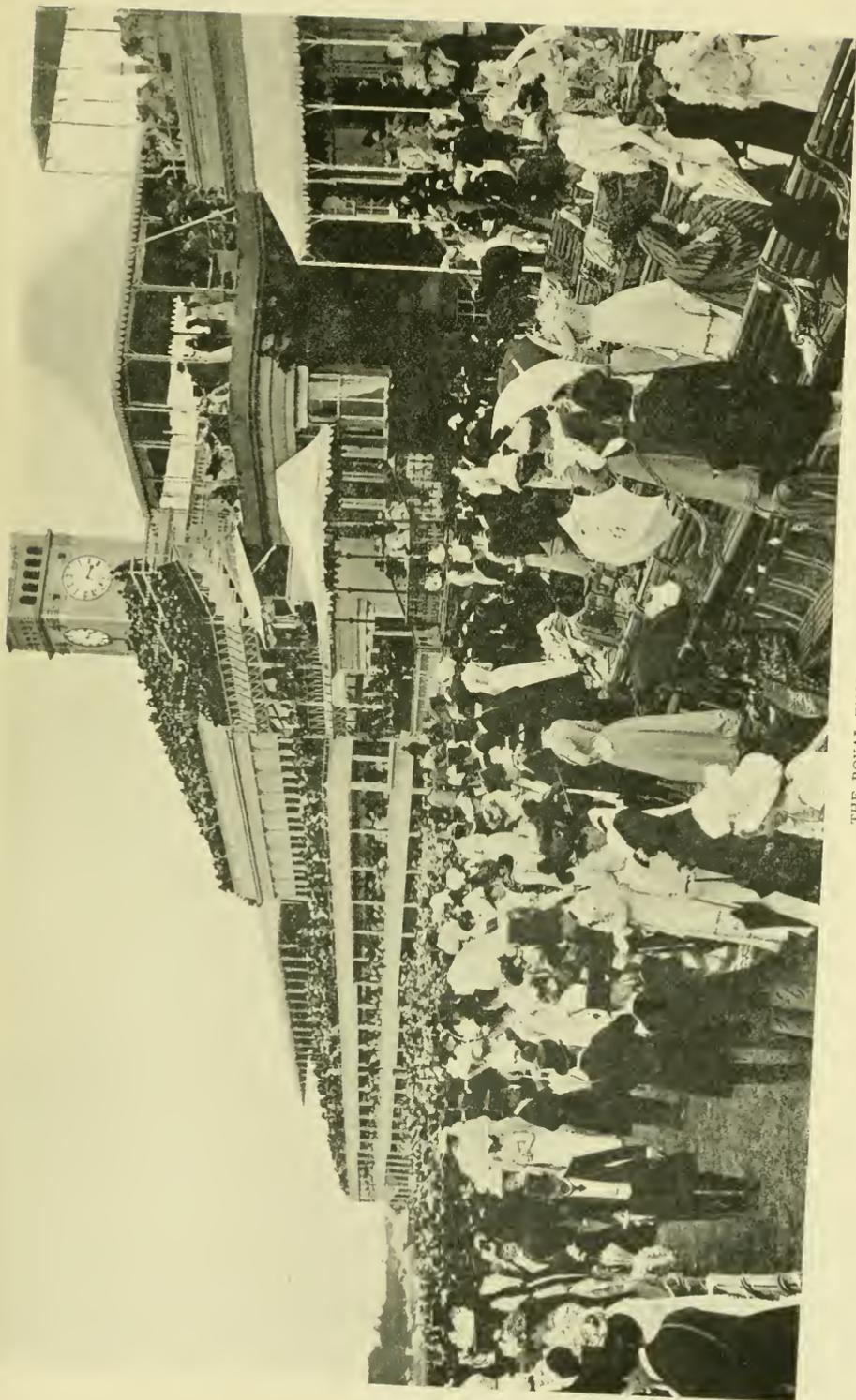
ARRIVAL OF THE ROYAL PROCESSION

sets, while the sombre black and grey that are *de rigueur* for a gentleman's costume act as a foil to the brilliance of the ladies' elaborate toilettes.

Near the rails, on the opposite side of the Course, are rows of elegantly appointed coaches, on the boxes of which are seated fair ladies and gallant gentlemen, noted whips and keen sportsmen; the white canvas tents and waving pennons of the Club Enclosures and booths forming a strange and appropriate background to the picture. For an enthusiast, where horse racing is concerned, even minor details are inexpressibly interesting. One dwells, as it were, over every note of the overture, and finds in each detail a depth of enjoyment very nearly equal to that produced by the regular business itself. Quite apart from the delights of a desperately contested struggle—a brilliant bit of horsemanship or a triumph of judgment brought off by a bare head, through So and So's fine riding—there are a hundred and one attractions that a race meeting possesses that can be enjoyed by the enthusiast: the visit to the stables, the early morning gallops, the familiar faces one meets, the few minutes' conversation with this famous trainer and that masterly jockey, the rush to see the horses, and all the humours and character studies of the crowd.

Since King Edward came to his throne a fresh chapter has been opened in the history of Ascot. Great changes have taken place during the past year in the appearance of the Course as well as in the management. The abolition of the Royal Buckhounds has resulted in fresh arrangements with regard to entry into the Royal Enclosure, and the demolition of some of the stands and the erection of new and extensive buildings in their place has considerably





THE ROYAL ENCLOSURE

altered the familiar look of the Berkshire Heath. There is little doubt that the future of Ascot will be one of great magnificence ; but even if the King drives on to the Course in state, we shall still miss the familiar figure of the Master of the Buckhounds riding at the head of the procession with his hunters and whippers-in.

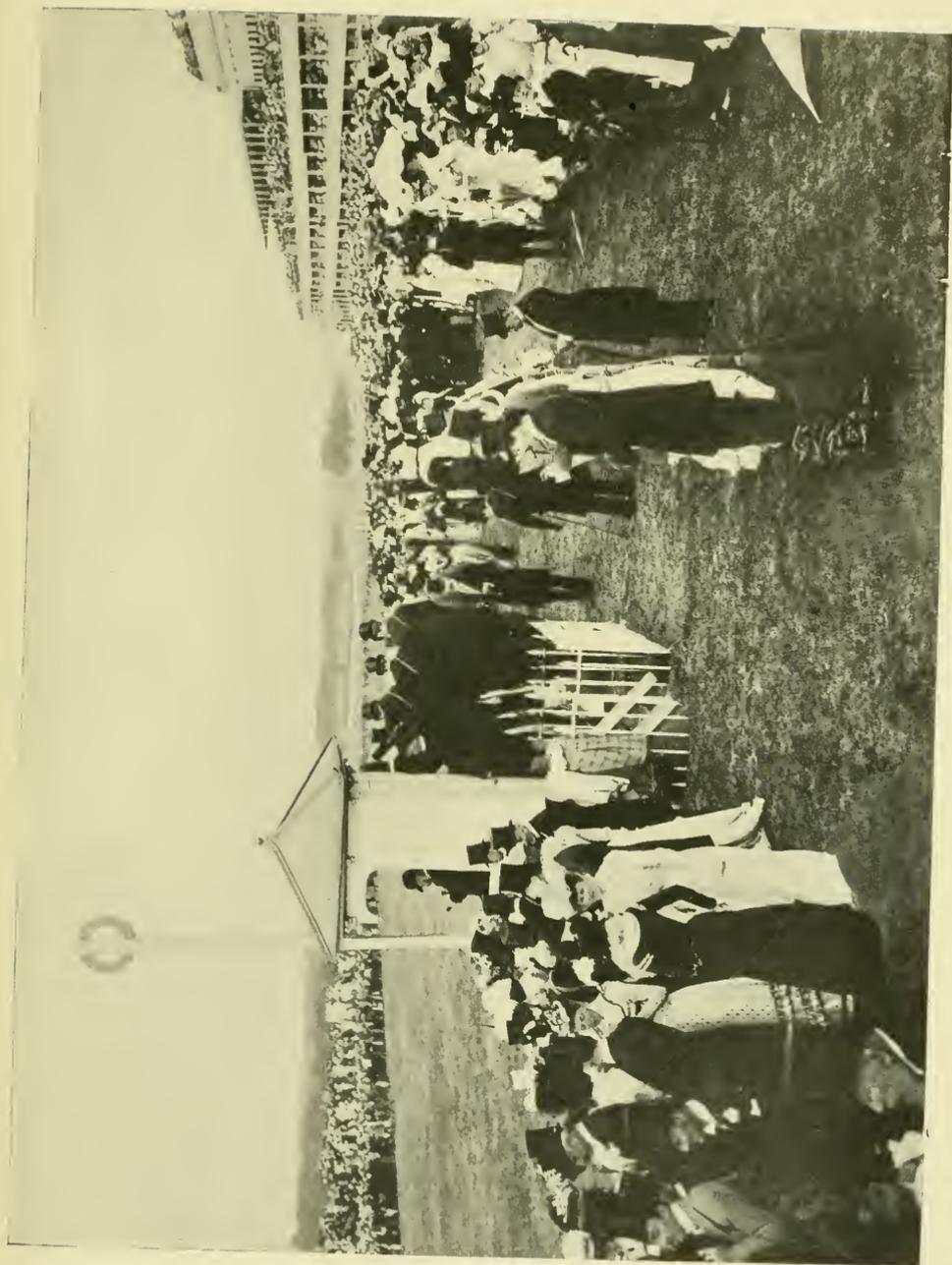
Amongst representative meetings that of the Diamond Jubilee of 1897 stands out with special prominence, and in our description of Modern Ascot we make no apology for depicting the scene when Persimmon won the Gold Cup for his Royal Master. It was a very brilliant company that was present on that occasion. The Prince and Princess, as it seems even now so natural to call our King and Queen, attended in the semi-state procession. But to continue our narrative in the present tense.

The overture finished, the first part of the Ascot programme begins with the "Royal Procession." The stalwart band of Metropolitan Police and detectives, under the direction of Superintendents Beard and Swanson, are in their places, and at the word of command the Course is cleared as if by magic. Preachers, prophets, hawkers, and cardsellers are gone in a moment, and everybody crowds to the barriers to see the moving bit of colour that has come into sight from the gates at the end of the New Mile. At a fair trot the royal cavalcade sweeps up the Course. Preceded by the Royal Huntsman and the whippers-in, comes the Master of the Buckhounds (the Earl of Coventry), splendidly mounted, in full regalia, and distinguished by his silver couples—the mark of his office. Following him are the mounted outriders, dressed in scarlet. Then come four or five carriages, roomy landaus with cane-faced sides,

Royal Ascot ☞

each drawn by four horses with postilions. All heads are uncovered, and a long roll of cheering announces that the Prince and Princess of Wales have arrived. Neither does the applause cease until the party are safely ensconced in the Royal Stand. Few more brilliant or more beautiful sights are to be seen than the royal cortége as it wheels into line. With all the trappings and circumstance of State, the glitter and pomp of uniforms and action, it recalls in some measure the brilliant pageants that were the pride and glory of our forefathers. As the cheering dies out, the bell rings for the first race, and the day's business commences.

In the popular estimate the interlude that is allowed in the programme for luncheon ranks as the most enjoyable of the day. At Ascot one looks forward to seeing particularly good racing, and the expectations are not disappointed. The dresses at Ascot are a characteristic feature, for it would not be Ascot were not the lawns and enclosures filled with graceful women in beautiful costumes; but luncheon is the thrice important item. Hospitality is remarkable during the four days of the racing, and pervades all the varying classes of society represented. While the Prince of Wales and the Master of the Buckhounds each dispenses a noble hospitality, the Guards' and other Clubs welcome a large circle to their elegant repasts, and the roofs of the coaches, from one end of the Club Enclosure to the other, afford one huge banquet. The private luncheon rooms in the Grand Stand are the scenes of many pleasant parties, and the large dining-halls on the lawn at the back of the Grand Stand claim a fair share of patronage, and during the luncheon hour proper are full to overflowing.



ON THE LAWN : WAITING FOR THE RACE

In the balcony beneath the glass roof, which is kept cool by running water continually flowing over it, private tables are reserved, while lighter refreshments are served in the pretty Japanese tea-room, so that the resources of Mr. Browning are severely taxed to meet the requirements of the thousands who have to be catered for during the race week.

After luncheon we either hurry back to our seats to follow the next race, or wend our way to the paddock. All the morning long people have been passing and repassing through the tunnel that leads from the Grand Stand lawn to the grassy paddock, where one has an opportunity of inspecting the candidates for the various races. The scene in the paddock is an animated one. Beautiful women in lovely dresses stroll across the soft grass, admired and admiring; for, brilliant as are the costumes when seen together on the lawns, in the paddock there is more scope for viewing them, and they appear to better advantage.

Some of the horses that will compete for the Gold Cup are being paraded round the paddock. Conscious of their own dignity, the beautifully groomed animals show themselves, and comments and criticisms are frequent and enthusiastic. They are soon joined by Persimmon, who has been stabled at the Royal Hotel, and has but just come over.

The jockeys don their colours, and, the preliminaries over, the numbers are hoisted for the Gold Cup. Back goes every one to his place in stall, box, coach, or on lawn; the Ring shouts itself hoarser than ever, the last offers are being booked, all are on tiptoe of excitement as the horses canter past the stands on their way to the

Royal Ascot

post. There is Watts on the Prince of Wales' Persimmon, Loates is wearing Mr. Hamar Bass's colours on Love Wisely, Cannon is mounted on Mr. J. C. Sullivan's Winkfield's Pride, and Lord Hindlip's Limasol is in charge of Allsopp.

They pass out of sight to the post, and all glasses are levelled on the spot where they will appear. Presently the cry is heard: "They're off," and every neck is craned to see the race. "Here they come!" resounds on all sides. "Winkfield's Pride leading by a length from Limasol." "Love Wisely close behind, and Persimmon last." They have passed the stands, and at the turn Allsopp takes the lead for a short distance and Persimmon is three lengths behind. Away they go through Swinley Bottom—their positions, as seen through the bushes, the same. At the Brick Kilns, however, a change is observable, Limasol is closing with Winkfield's Pride, and the favourite draws gradually up. The excitement grows more intense as the horses come into line for home. Winkfield's Pride still leads, but the Prince's horse is close on him, Watts draws to the inside, and calls on Persimmon to distinguish himself, the latter flying like an arrow towards the mark. He wins! the Prince wins! Bravo and bravo! Persimmon passes the post eight lengths ahead of Winkfield's Pride, and the pent-up enthusiasm finds vent in round after round of cheering to the Prince, to the horse, and to the jockey. The crowd surges across the Course in their eagerness to see the popular favourite and, as the Prince comes through to the paddock to congratulate his jockey and lead in his victorious horse, the cheering is redoubled. That the coveted trophy of the Royal Meeting should fall in the

Jubilee year to Queen Victoria's noble son exactly coincided with the fitness of things in the popular imagination. Our King has had few more spontaneous outbursts of genuine loyalty and appreciation than was expressed in the cheers that greeted his win of the Gold Cup in 1897.

It is enough that Persimmon has won, but, if we be keen sportsmen, we shall perhaps wish to see the record of the race.

H.R.H. the Prince of Wales' Persimmon by St.	
Simon—Perdita II., 4 years, 9 st.	(Watts) 1
Mr. J. C. Sullivan's Winkfield's Pride, 4 years, 9 st.	(Cannon) 2
Mr. Hamar Bass's Love Wisely, 4 years, 9 st.	(Loates) 3
Lord Hindlip's Limasol, 3 years, 7 st. 4 lb.	(Allsopp) 4

That the time was 4 mins. 39 secs., and that the stakes represented £3380 as against £450 in 1837, are mere details.

The great race is over. There are other races, but the glory has to a great extent departed. We saunter on to the lawn at the back of the Stands and inspect again the Gold Cup, a fine piece of plate, manufactured by Messrs. Garrard, and representing a Bacchanalian Vase, after the Greek Model at Warwick Castle.

It has been a typical Ascot Day. A more beautifully clear sky, a more brilliant sun, and a grander, more stately, brighter spectacle could not have been seen at any other race meeting in any other country, place, or clime, the racing keeping up to the traditions of Royal Ascot, and fashion never clothing her devotees more bewitchingly than at the present time.

* * * * *

Royal Ascot ♣

The last race has been run; the last carriage has proceeded homeward, the sun has sunk beneath the horizon, and the scene of the day's enjoyment is veiled by night's dark cloak. We stroll across the Common, and look up



GOLD CUP, 1897

at the empty stands which were but a few hours ago so full of life and beauty. The weighing-rooms are closed, Tattersall's Ring is deserted, and the silence is broken only by some late wanderer returning to his rest. As we tramp across the Heath we tread on classic ground, for

the turf on Ascot Common is linked with all that is famous in the annals of horse-racing. Two centuries ago did horses test their powers here, and in the pale moonlight one recalls the famous contests for the Cup that have taken place, when Zinganee raced like the wind, winning by a length; when Touchstone forged his way to the front, and won in a canter; when the Emperor proudly passed the post a victor for two years in succession; when West Australian bore down on his opponents, and won by a short head; when Isinglass met with other champions, and fought a battle fit for the gods. What mighty heroes have galloped over this very ground—Eclipse, Touchstone, Emperor, The Hero, Flying Dutchman, West Australian, Isonomy, St. Simon, Ormonde, Persimmon! What concourses of men and women—the world's greatest and noblest—have met here! what fortunes have been lost and won!

CHAPTER V.

ASCOT—ITS MAKERS, PAST AND PRESENT.

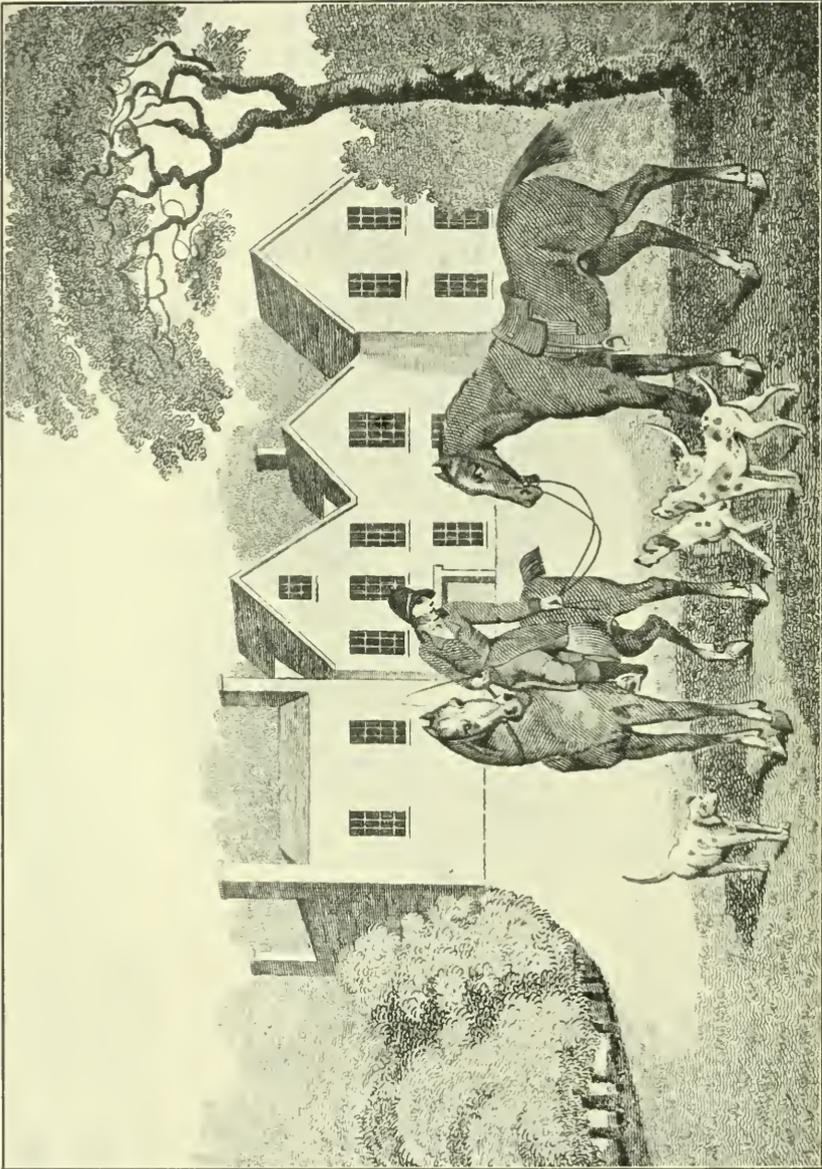
THE Royal Buckhounds, after an existence of over seven centuries, have been abolished, and an institution which has endured since the days of the Plantagenets has ceased to exist.

The dignity and importance that surrounded the person of the Master of the Buckhounds are fully supported by a history of great interest and antiquity. The office had its origin in the time of Edward III., in the domestic chronicles of whose reign it is recorded that Sir Bernard Brocas was Master from 1362 to 1395. For many generations successive members of the Brocas family exercised the duties of Master, which for a period of considerable length continued to be an hereditary office. At a later era there existed concurrently with this hereditary officer a second, or Household Master of the Buckhounds, whose business it was to control the hunting establishment belonging to the Royal Palace. Among the earlier Masters of the Household branch of the Buckhounds are found George Boleyn, Viscount Rochford; John Dudley, Earl of Warwick; and Robert Dudley, Earl of Leicester; noblemen who at certain periods of their lives were the objects of the

special favour of their sovereigns, and whose occupation of the Mastership attests the honour and dignity of that office. As the scope of our history does not require an account of the Hereditary Masters, we shall content ourselves with remarking that in the reign of Queen Anne, after a long period of diminishing importance, the division of the Royal Buckhounds over which they presided, was abolished. From that period there has been one principal official only.

The connection which so long existed between the Mastership and the Ascot Race Meetings may be traced to the important part which was taken by the Royal Hunting Establishment at their inception. The earlier Race Meetings were, in a large degree, competitions for supremacy in horsemanship between the servants of the Royal Hunt. Sir William Wyndham, who was Master in 1711, the year of the first Ascot Meeting, supervised the preparation of the course, and was the directing genius of the event, both in its sporting and ceremonial aspects.

We have already described the enthusiasm with which the Culloden Duke of Cumberland directed the influence of his great position to the development of the Race Meetings ; and so successfully were his energies employed, that he may be justly denominated the "Father of Ascot." A biographical account of His Royal Highness will be found in the following pages ; wherein we have also furnished short memoirs of the Masters of the Buckhounds, from the early years of the eighteenth century to the last of the *régime*, Lord Chesham. Biographical notices of the Trustees of the Grand Stand, the Officials of the Race Course, and the Royal Huntsmen are also supplied ; and these likewise are both retrospective and contemporary in their application.



SWINLEY LODGE

Swinley Lodge, the subject of our interesting illustration, was probably erected early in the seventeenth century. It



H.R.H. THE DUKE OF CUMBERLAND

was for many years the Master's official residence, where it was his practice to entertain, at hunting breakfasts, royal and distinguished followers of the Buckhounds. For a very

Royal Ascot ♣

long period previous to the erection of the above-mentioned Lodge, Swinley Walk, Windsor, had been the seat of the kennels.

HIS ROYAL HIGHNESS THE DUKE OF CUMBERLAND, second son of George II., was born April 15th, 1721. He was a fine sportsman, a brave soldier, and a clever politician. Under the influence of his counsel, and by his personal exertions, a dangerous rebellion was subdued, and the nation relieved from the state of anxiety to which it had long been subjected. From the field of war and the faction of politics he at length retired, rewarded by his Sovereign and by the representatives of the people, to the Lodge in Windsor Great Park, of which he had been appointed Ranger, there to enjoy the pleasures of domestic life. Here, in addition to occupying himself with the usual pursuits of rural life, he established his stud and breeding stock. Crab, Marske, Herod, and Eclipse were amongst the most celebrated stallions of his own breeding. His Royal Highness, in his first efforts for superiority, encountered many difficulties, and a good deal of unscrupulous opposition. But in time he produced stock of his own breed, formed on his improved judgment, which enabled him to take the lead, and defeat every attempt at competition. At the time of his death he had in his possession the finest and most valuable stud of horses in the kingdom. Amongst the numerous improvements which he directed in the neighbourhood of his residence, the Race Course at Ascot claimed his greatest interest. He lived to complete the construction of the course, begun by Queen Anne, but died whilst he was occupied with arrangements for a Spring and Autumn Meeting, which were intended to vie with those at New-

market. He died unmarried on October 31st, 1765, at the early age of forty-four, and was buried in Westminster Abbey.

THE MASTERS OF THE ROYAL BUCKHOUNDS,
1711-1901.

1711-1712.—SIR WILLIAM WYNDHAM, Bart., was the only son of Sir Edward Wyndham, and was born in 1687.



SIR WILLIAM WYNDHAM, BART.

He was educated at Eton and at Christ Church, Oxford. He married, on July 21st, 1708, Lady Catherine Seymour,

Royal Ascot ♡

second daughter of Charles, Duke of Somerset, by whom he had a son, Charles, who succeeded him ; and secondly, Lady Maria Catherine, widow of the Marquis of Blandford. In 1710 his election as Member of Parliament for the County of Somerset began a political connection, which continued to the end of his life. On June 8th, 1711, Sir William was appointed Master of the Buckhounds. Although his tenure of office lasted little more than a year (June 27th, 1712), many circumstances occurred which made it of peculiar interest. It may be considered worthy of note that among the duties which the membership imposed upon Sir William were the superintendence of the making of forest rides and the improvement of roadways. This is not the place to more than glance at Sir William's services as a statesman and politician. He was Secretary-at-War in 1712 and Chancellor of the Exchequer in 1713. In 1715, on suspicion of being concerned in the Earl of Mar's rising, he was committed to prison ; but was released without being brought to trial. He was the master of an eloquence which was the delight of all who listened to him, and which was never used save in behalf of patriotism, freedom, and truth. He died on June 17th, 1740.

1712-1715.—GEORGE, 3rd EARL OF CARDIGAN, was born in 1687, and succeeded his grandfather, Robert, Earl of Cardigan, in 1703. On June 28th, 1712, he was appointed Master of the Buckhounds. The Royal sport appears to have enjoyed considerable prosperity during his *régime*, and the herds, which had suffered depletion by years of poaching, were replenished. The fields were large and the company brilliant. Owing to the Queen's death in 1714 hunting was temporarily discontinued and the Mastership

held in suspense. In due course, however, the sport was recommenced, and in November, 1714, his former appointment was again conferred on Lord Cardigan by George I. ; but soon afterwards he became an object of the political suspicions which clouded that period, and his connection with the Royal Hunt was broken in July, 1715. He lived in retirement until the year 1732. His lordship married Lady Elizabeth Bruce, eldest daughter of Thomas Bruce, Earl of Ailesbury.

1715-1727.—During this period His Majesty George I. did not officially appoint any Master of the Royal Buckhounds, although it is stated that Richard Barker was announced Master in July, 1715.

1727-1732.—COLONEL FRANCIS NEGUS was appointed to the Mastership soon after the succession of George II. Nothing is known of the parentage of Colonel Negus. He was, nevertheless, honoured with the friendship of George I., and he enjoyed also the favour of George II. He was appointed by George I. a Commissioner, to whom was entrusted the duties which belonged to the office of Master of the Horse, during the years in which that Department was permitted to continue without its customary chief. Colonel Negus had Colonel Darcy for his fellow Commissioner. A salary of £800 per annum, dependent on the King's pleasure, was allowed the Colonel for his services. At this period Sir Robert Walpole appears to have been actively interested in the Royal Hunt, and to have appeared in the field on some occasions as an unofficial Master. Upon the accession of George II. the Earl of Scarborough was chosen to fill the long vacant position of Master of the Horse, and Colonel Negus was compensated

Royal Ascot

for the loss of the Commissionership by receiving the appointment of Master of the Buckhounds. He held the office from June 11th, 1727, until 1732, in which year, on September 9th, his death occurred at Swinley Lodge.

1733-1737.—CHARLES BENNETT, 2ND EARL OF TANKERVILLE, was born in 1696, and succeeded his father, the first Earl, in 1722. He was educated at Eton, and afterwards served in the Army. He married Camilla, daughter of Edward Colville, Esq., by whom he had two sons and one daughter. Lord Tankerville was a Lord of the Bedchamber to Frederick, Prince of Wales, from 1729 to 1733, and in 1737 held a similar position in the Court of George II. He became Master of the Buckhounds in June, 1733, and continued in that office until June, 1737. He was one of those present on August 1st, 1729, at the celebrated meeting at Hackwood. It is worthy of remark that at the time of Lord Tankerville's Mastership highwaymen, poachers, and other disorderly persons had become so bold that special means were provided for the protection of the Royal Family and the ladies and gentlemen of the Court in their journey from Hampton to the forest. Lord Tankerville died in 1753.

1737-1744 and 1746-1757.—RALPH JENNISON, Esq., was Master of the Buckhounds at two periods, his first appointment dating from July 7th, 1737, to December 25th, 1744, and his second from July 2nd, 1746, to February 5th, 1757. Mr. Jennison's tenure of office is remarkable in several ways. He occupied the Mastership for an unusually long period, and his retirement was marked by the unprecedented circumstance of the bestowal of a pension upon him; further, he was the last commoner upon whom the

appointment was conferred. Mr. Jennison was a noted sportsman and an original member of the Jockey Club. He was Member of Parliament for the County of Northumberland, and at a later period for the Borough of Newport,



RALPH JENNISON, ESQ., M.P.

Isle of Wight. His death occurred in London on May 15th, 1758.

1744-1746.—GEORGE MONTAGUE DUNK, EARL OF HALIFAX, was Master between the periods of Mr. Jennison's service. The Earl took the oath of office on December 31st,

1744, and resigned on June 25th, 1746. He was the son of the fourth Earl, whom he succeeded in 1739, and was born on October 6th, 1716. Besides the Mastership, he held, at different periods of his life, various other offices of



VISCOUNT BATEMAN

State; and was Ranger of Bushey Park and a Lord of the Bedchamber to Frederick, Prince of Wales. At the time of his death, which happened in January, 1771, his Lordship was principal Secretary of State for the Northern Department. Walpole, in writing of his Lordship in his "Memoirs of George III.," styles him a "pretty man."

Its Makers, Past and Present

1757-1782.—JOHN, 2nd VISCOUNT BATEMAN, was the son of the first Viscount. His Lordship married on July 10th, 1748, Miss Sanbroke, daughter and co-heiress of John Sanbroke. This lady died without issue in 1802. His lordship was M.P. for Woodstock and Chief Steward of Leominster. On July 2nd, 1757, while George II. was still on the throne, Lord Bateman became Master of the Buckhounds, an office to which he was reappointed by George III. soon after that Sovereign's accession. His lordship continued in the Mastership until the year 1782. His tenure was as remarkable for its popularity as for its long duration.

1782-1783.—GEORGE BUSSEY, 4th EARL OF JERSEY, was born on June 9th, 1735. His lordship married on March 26th, 1770, Frances, only daughter and heiress of the Right Rev. Philip Twysden, D.D., Bishop of Raphoe. Lord Jersey was appointed Master of the Buckhounds on March 29th, 1782, and held the office until May, 1783. He was also Lord Chamberlain of the Household and a Lord of the Admiralty. He died on August 22nd, 1805.

1783-1806.—JOHN, 5th EARL OF SANDWICH, succeeded to his father's title on April 30th, 1792. He married in 1766 Elizabeth, only daughter of George, second Earl of Halifax, by whom he had a son; and again, 1772, Lady Mary Paulet, daughter of the sixth Duke of Bolton. The Mastership of the Buckhounds was bestowed on Lord Sandwich (then Viscount Hinchingbrooke) on May 30th, 1783, and he retained the office until February 12th, 1806. His lordship died in 1814.

1806-1807.—WILLIAM CHARLES, 4th EARL OF ALBEMARLE, was born on May 14th, 1772. His lordship was

Royal Ascot

twice married: in the first instance, in 1792, to the Hon. Elizabeth Southwell, daughter of Edward, Lord de Clifford; and secondly, in 1822, to Charlotte Susannah, daughter of Sir Henry Hunloke, Bart. The Earl was appointed Master of the Buckhounds in 1806, and resigned the office in the early part of 1807. He died October 30th, 1849.

1807-1823.—The MARQUIS OF CORNWALLIS was born on October 19th, 1774, at Culford. He was educated at Eton and at St. John's College, Cambridge. In 1795 he became M.P. for Eyre, and from 1796 to 1805 he was Member for Suffolk. He married in 1797 the fourth daughter of the fourth Duke of Gordon. He was appointed Master of the Buckhounds and Ranger of Windsor Forest in May, 1807, and continued in the office until his death in 1823. His lordship was a strong supporter of the Turf, and amongst some of the various improvements he effected during his official career at Ascot may be mentioned that of thinning the course of some of the "Thimble-rig gentry," who at that time, owing to their numbers, were a pest to the racing community.

1823-1830.—WILLIAM WELLESLEY-POLE, LORD MARYBOROUGH (3rd EARL OF MORNINGTON), was born May 20th, 1763 at Dangan Castle. He was educated at Eton, and afterwards joined the Royal Navy. He held several appointments under Government, being Chancellor of the Exchequer, 1811-1812; Master of the Mint, 1815-1823; Postmaster General, 1834-1835. In July, 1821, he was created Baron Maryborough, and in September, 1842, on the death of his brother, became Earl of Mornington. He was Master of the Buckhounds from 1823 to 1830. In 1784 he married Katherine Elizabeth, daughter of

Admiral the Honourable John Forbes. He died in February, 1845, when nearly 82 years of age.

1830-1834.—THOMAS WILLIAM, 2ND VISCOUNT ANSON, and 1ST EARL OF LICHFIELD, was born on October 20th,



EARL OF LICHFIELD

1795, and succeeded as Viscount Anson, on July 31st, 1818. The Earl was a steady supporter of sporting interests, more particularly those of the Turf. At one time he was in racing alliance with Lord George Bentinck. The Earl won the St. Leger in 1836 with Elis, and the Two

Royal Ascot

Thousand Guineas Stakes with Corsair in 1839. Elis's journey to Doncaster was the subject of contemporary comment, as he was conveyed thither in a van. Lord Lichfield was Master of the Atherstone Hounds from 1822 to 1829, and Master of the Buckhounds from 1830 to 1834. His lordship, who was a hard rider to hounds, took a keen interest in hunting, but the latter years of his existence were so painfully visited by frequent and severe attacks of gout, that he had resigned all active enjoyment of field sports long before his death, which occurred on March 18th, 1854. His lordship married, in 1819, Louisa Catherine, youngest daughter of Nathaniel Phillips, Esq., of Slebech Hall, Pembrokehire.

1834-1835.—GEORGE, 6th EARL OF CHESTERFIELD was born on May 23rd, 1805, and succeeded to his father's title on August 29th, 1815. He was educated at Eton and Christchurch, Oxford, and displayed, at an early age, that affection for the various phases of sport, the prudent pursuit of which gained him so eminent a reputation among the sporting noblemen of the past generation. During his all too brief tenure of the Mastership the management of the Hunt was perfect, usefulness and good taste being equally considered. The death of his lordship, which occurred in 1866, evoked, among sportsmen and the racing public, a general expression of sincere regret, which testified both to his amiable character and to the authority of his position in the world of sport.

1835-1839.—The name of the EARL OF ERROLL is indissolubly connected with Ascot, for it was during his Mastership of the Royal Buckhounds that the present Grand Stand was inaugurated. Born on February 21st,

1801, WILLIAM GEORGE succeeded to the title in 1819, as the 16th Earl of Erroll. He was married in the following year to Lady Elizabeth Fitzclarence, sister of George, 1st Earl of Munster. Lord Erroll occupied the



EARL OF CHESTERFIELD

position of Master of the Buckhounds from April 30th, 1835 to 1839, a period which is memorable in the annals of Ascot, for some important undertakings, which its growing reputation, both in the sphere of sport and in that of fashion, required for the accommodation of its visitors. It was

Royal Ascot

during Lord Erroll's office that the forward movement for the better regulation and management of the Royal Race Course was begun, and it was Lord Erroll who brought the matter before King William IV. Lord Erroll came



EARL OF ERROL

into office at an uncomfortable time, but by his energy he had the satisfaction of quietly placing the Ascot management on a better footing, and thus preparing the way for the building of a permanent Grand Stand. His lordship died on April 19th, 1846.

1839-1841.—GEORGE WILLIAM FOX KINNAIRD, 9th BARON KINNAIRD, eldest son of Charles, 8th Baron Kinnaird, was born at Drimmie House, Perthshire, on April 14th, 1807. After leaving Eton he entered the Army, serving first



LORD KINNAIRD

in the Guards and subsequently in the Connaught Rangers. On the death of his father in 1826 he succeeded to the Scottish Peerage, and resigned his commission. In recognition of the services of his family to the Whig Party, Earl Grey in 1831 recommended his elevation to the

rank of a Peer in the United Kingdom, with the title of Baron Rossie of Rossie, a title which was exchanged in 1860 for that of Baron Kinnaird of Rossie. Towards the end of 1839 he became Master of the Buckhounds, a position from which he soon afterwards retired. In 1840, during the Melbourne *régime*, he was made a Privy Councillor. Of a liberal and energetic mind, Lord Kinnaird was worthily employed in fostering many of the reforms of his day. He took an active part in the development of the railway system in the East of Scotland, the line extending between Perth and Dundee, which traversed a portion of his property, being constructed in a large degree under his immediate direction. His Whig political principles caused him to sympathise with the Free Trade agitation, and he was on terms of cordial intimacy with Ricardo, Cobden, and Bright. His generous nature was further shown by the assistance which he afforded to the Polish refugees, and his friendly efforts on behalf of Mazzini and Garibaldi. Lord Kinnaird married in 1837 Lady Francis Ponsonby, daughter of Lord De Mauley. His family of two sons and one daughter predeceased him. He died at Rossie Priory on January 8th, 1878.

1841-1846 and 1852-1853.—The EARL OF ROSSLYN was born on April 15th, 1802, and succeeded his father in January, 1837. His lordship married on October 20th, 1826, Frances, daughter of the late Lieutenant-General Wemyss. In 1819 he left Eton and joined the 9th Lancers, with which corps he was associated until 1859. He was gazetted Colonel of the 7th Hussars in 1864. His lordship, who was a Conservative in politics, and, as Member for Grimsby, had steadily supported the administration of his

party, was selected by Sir Robert Peel, in 1841, for the Mastership of the Buckhounds, which he held until 1846; and was a second time appointed to the office by Lord Derby in 1852. Both his administrations were exceedingly popular,



EARL OF ROSSLYN

owing to his singular courtesy and geniality. He became a Master of Hounds in 1850, from which date he hunted the Fife for eight or nine seasons, having taken the pack from Mr. Thompson, the founder. On the Turf, although Lord Rosslyn's racing career was short, he was fortunate in owning

Royal Ascot ♣

Shamrock, Camerino, and Cornuto. His lordship died rather suddenly on June 16th, 1866, and was buried with great privacy, according to his express wishes, in Roslin Chapel, by the side of the late Countess, and his eldest son, who died in 1851.



EARL GRANVILLE

1846-1848.—GRANVILLE GEORGE LEVESON-GOWER, 2nd EARL GRANVILLE, K.G., Master of the Buckhounds from July, 1846, to May, 1848, was born in 1815. He was educated at Eton and Christchurch, Oxford, where he took his degree in 1834. His distinguished career was so largely

devoted to politics, that his relation to the sporting events of his time was less intimate than has been the case with some Masters of the Buckhounds. His entry to Parliament was made in 1837, as representative for Morpeth; but his opportunities of success in the House of Commons were terminated in 1846, by his succession to the Peerage. He first entered the Cabinet in 1851, being Foreign Secretary during the concluding weeks of Earl Russell's Ministry. From that time his reputation as a foremost member of the Liberal Party was universally acknowledged, and he became, in successive Ministries, Lord President of the Council, Chancellor of the Duchy of Lancaster, and in 1855, Lord President of the Council and Liberal leader in the House of Lords. In 1860 he accepted the position of Chairman of the Commission of the Great Exhibition of 1862. In December, 1861, he became Colonial Secretary to Mr. Gladstone, and in 1870, Secretary for Foreign Affairs, an office he again filled in the Ministry of 1880. Lord Granville married, in 1840, Marie Louise Peline, the only daughter of the Duke of Dalberg, who was the widow of Sir F. R. E. Acton; and secondly, in 1865, Castalia Rosalind, youngest daughter of the late W. F. Campbell, Esq., of Islay. Earl Granville died in 1891.

1848-1852, 1853-1858, 1859-1866. — JOHN GEORGE BRABAZON PONSONBY, EARL OF BESSBOROUGH, was born in 1809, and succeeded his father, the fourth Earl, in 1847. Adopting with enthusiasm the Liberal political principles of his father, he represented for brief periods first Bletchingley and then Higham Ferrers, and was returned for Derby in 1834. He acted for many years as Whip to the Liberal Party, and his political services were rewarded on his

elevation to the House of Lords by the appointment to the Mastership of the Buckhounds. His first tenure of the office was from 1848 to 1852. On two subsequent occasions Lord Bessborough controlled the Royal Hunt—viz.,



EARL OF BESSBOROUGH

1853–1858 and 1859–1866. Though his lordship's amiability and quietness of manner gained the goodwill of the tenants whose lands were included in the runs, unruly members of the field found to their cost that he was perfectly capable of checking indecorous behaviour by timely severity. His

régimes were characterised by a sufficient display of pomp, with the most careful attention to the economy of his department. Lord Bessborough married in 1835 Lady Frances Charlotte Lambton; and secondly in 1849 Lady



EARL OF SANDWICH

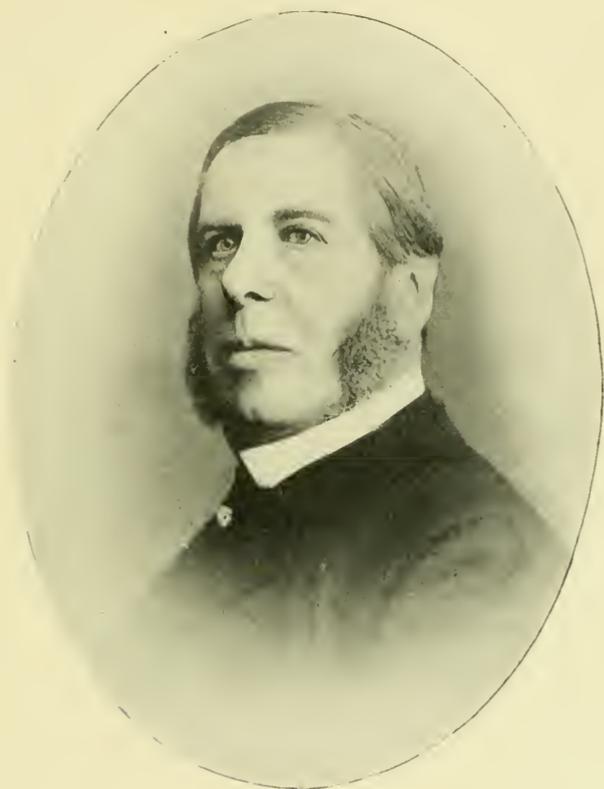
Caroline Gordon Lennox, eldest daughter of the fifth Duke of Richmond. His lordship died on January 28th, 1880.

1858-1859.—JOHN WILLIAM MONTAGU, EARL OF SANDWICH, VISCOUNT HINCHINGBROOK, was born in London on November 8th, 1811, and was the only son of George

John, sixth Earl, whom he succeeded in 1818. His lordship was educated at Trinity College, Cambridge, and for a few years held a Lieutenant's Commission in the Grenadier Guards. He was appointed Lord-Lieutenant of the County of Huntingdon in 1841, and became Colonel of the Huntingdonshire Militia in 1852, in which year he was also sworn a Member of the Privy Council. From February to December, 1852, Lord Sandwich was Captain of the Hon. Corps of Gentlemen-at-Arms, and was also Aide-de-Camp to Queen Victoria. He held the Mastership of the Buckhounds from February, 1858, till June, 1859, and found therein a capital field for the exercise of his natural taste for sport. His lordship was twice married; first in 1838 to Lady Mary Paget, second daughter of the first Marquis of Anglesey, K.G.; and secondly, in 1865, to Lady Blanche Egerton, youngest daughter of Francis, 1st Earl of Ellesmere. His lordship died on Monday, March 3rd, 1884, at the advanced age of 72, at his residence in Grosvenor Square.

1866, 1868-1874, and 1880-1885.—RICHARD EDMUND ST. LAWRENCE BOYLE, K.P., P.C., 9th EARL OF CORK AND ORRERY, was born in Dublin, 1829, and succeeded his grandfather in 1856. Lord Cork was educated at Eton, where he was Captain of the Third Upper Boat; and subsequently went to Christ Church, Oxford. After taking his B.A. degree, and leaving Oxford, Lord Cork purchased Mr. Burrowes' pack of Harriers. He subsequently bought the pack belonging to Mr. Drax in Dorsetshire, and re-established the Blackmore Vale Harriers. He represented Frome from 1854 to 1856, when he took his seat in the House of Lords on the Liberal Benches. During his first Mastership of the Buckhounds, 1866, Lord Cork used every

endeavour to improve the character of the Royal pack, by the introduction of hounds from the Belvoir, Brockleby, and Grove kennels; and his directorate at that period was distinguished, as also were those of his later occupa-



EARL OF CORK

tions of the same office in 1868 and 1880, by liberality towards those whose lands were traversed by the Royal Pack, together with a just insistence upon the rights belonging to the Master. Lord Cork was Master of the Horse from February to July, 1886, and again in 1894.

He married in 1853 Lady Emily Charlotte de Burgh, daughter of the first Marquis of Clanricarde.

1874-1879.—CHARLES PHILIP YORKE, 5th EARL OF HARDWICKE, was born in 1836, and succeeded his father



EARL OF HARDWICKE

in 1873. The founder of the family, Philip Yorke, the son of a Dover solicitor, was Lord Chancellor, and other members of his lordship's house held eminent positions at the Bar. The Earl of Hardwicke was educated at Harrow, and at Trinity College, Cambridge, where he took his

M.A. degree. His lordship joined the 7th Light Dragoons, with which regiment he served in India during the Mutiny, in 1858 and 1859, and was decorated for his gallantry in that campaign. He was transferred in 1859 to the 11th Light Dragoons, and about two years later retired from the service. He represented Cambridgeshire in the Conservative interest from 1863 to 1873, when the death of his father occasioned his removal to the Upper House. From 1866 to 1868 his lordship, as Lord Royston, was Comptroller of the Household. In 1874 Lord Hardwicke was appointed Master of the Buckhounds, and continued in that position until 1879. His *régime* was a very popular one. On March 15th, 1878, his lordship, during some hard riding with the Royal Buckhounds, was thrown on his head, through his horse slipping whilst traversing a ploughed field. He sustained severe injuries, and was obliged temporarily to relinquish his duties as Master; the latter, however, were ably performed in the interim by a former Master, Lord Colville of Culross. Lord Hardwicke was elected a Member of the Jockey Club in 1869, and was warmly interested in racing; but he was not fortunate on the Turf, and he never owned a good horse. His lordship died in May, 1897.

1866—1868.—LORD COLVILLE OF CULROSS was born in 1818, and was educated at Harrow and at the Royal Military College, Sandhurst. His father was General Sir Charles Colville, an officer who performed eminent services under Wellington. When the Earl of Ellenborough was appointed Governor-General of India, he accompanied that nobleman thither. After two years' service on the Governor-General's staff, he returned to England and joined the 11th Hussars, though he soon quitted that regiment to enter the Coldstream

Guards, with whom he remained until his retirement from the service in 1846. He succeeded his uncle as 10th lord in 1847, and was created a peer of the United Kingdom in 1885. He was Colonel of the Hon. Artillery Company for many years. In 1852 he became Whip to the Conservative party in the House of Lords, and his services in that delicate



LORD COLVILLE OF CULROSS

office were so highly esteemed that Lord Derby showed his appreciation of them by recommending his lordship for the appointment of Master of the Buckhounds, a position he occupied from July, 1866, to December, 1868. Lord Colville's unusual courtesy and *savoir faire* were useful to him in the early days of his Master-ship. The occupiers of the farms over which the Royal Buckhounds hunted had only just become accustomed to Lord Cork's

system, and great tact was necessary to reconcile them to the change which is inseparable from the advent of a new master. Lord Colville, however, quickly gained the confidence of persons interested in the hunt, and his authority was cheerfully obeyed. In attending the funeral of Charles Davis, the celebrated huntsman, whose memory was so respected in the neighbourhood, he showed a sympathy which was

powerful to avert unfriendly criticism, and his ensuing acts were equally calculated to make the hunt a popular institution. To his accomplishments in the hunting field Lord Colville added great skill in other regions of sport, being



MARQUIS OF WATERFORD

renowned as a game shot, and devoted to the pleasures of yachting and fishing. Lord Colville married in 1853 the Hon. Cecile Katherine Mary, eldest daughter of the 2nd Baron Carrington.

1885-1886.—JOHN HENRY DE LA POER-BERESFORD, 5th MARQUIS OF WATERFORD, K.P., P.C., a Knight of the

Order of St. John, was born May 21st, 1844, and succeeded his father in 1866. He was educated at Eton, and afterwards joined the 1st Life Guards; he resigned his commission in 1869. Previous to his elevation, on his father's death, to the Upper House, Lord Tyrone represented the County of Waterford. A few years after his succession to the title and estates, the Marquis indulged his lifelong partiality for the chase, by assuming the Mastership of the Curraghmore Hounds, which in former days had been hunted by his uncle, the 3rd Marquis. Representing in a high degree the sportsmanlike habits and qualities which had been displayed by so many of his line, he, during his Mastership, raised the Curraghmore to a prosperity and popularity which exceeded anything in its earlier history. He was a Vice-President of the Hunt Servants' Benefit Society, and was ever interested in the welfare of that admirable institution. In June, 1885, Lord Waterford was appointed Master of the Buckhounds, and, during his short term of office, upheld his high reputation as a sportsman. He was twice married; in the first instance to Florence Grosvenor, second daughter of the late Major Rowley, who died in 1873; and secondly, in 1874, to Lady Blanche Elizabeth Somerset, only daughter of the 8th Duke of Beaufort. His Lordship died on October 23rd, 1895.

1886.—CHARLES HARBORD, 5th BARON SUFFIELD, was born on January 2nd, 1830, and succeeded his half-brother in 1853. In 1854 his lordship married Cecilia Annette, daughter of Henry Baring, Esq., and sister of Edward, first Lord Revelstoke. Lord Suffield held a Lieutenant's commission in the 7th Hussars, and was Colonel of the 2nd

Brigade, E Division, R A., from 1865-1892. He became Hon. Colonel of the 1st Norfolk Volunteers in 1866 and Militia A.D.C. to Queen Victoria in 1891. His lordship was a Lord-in-Waiting to the Queen from 1859-1872, Lord of the Bedchamber to the Prince of Wales from 1872-1901, since when he has been Lord-in-Waiting to King Edward VII. Lord Suffield was also Superintendent of the Prince of Wales's Stables from 1889-1901. The Mastership of the Buckhounds was bestowed on him in February, 1886, and he occupied the position until the following July.



LORD SUFFIELD

His lordship is a thorough sportsman, and throughout his life has been the advocate and patron of every phase of sport. He was President of the M.C.C. in 1866, and was mainly instrumental in purchasing Lords' Cricket Ground when it was almost lost to cricketers. Lord Suffield was

for many years Master of the Staghounds and Foxhounds in Norfolk, and may be said to have started the Norfolk Meets.

1822-1895.—THOMAS LISTER, 4th BARON RIBBLESDALE, was born October 29th, 1854, and succeeded his father in



LORD RIBBLESDALE

1876. He was educated at Harrow, and some years later joined the Rifle Brigade, with which corps he served in India. While at Windsor, where he was quartered in 1878, Lord Ribblesdale took advantage of every occasion which Hampshire afforded for the enjoyment of sport in the hunting-field. In 1880 his lordship was ap-

pointed Lord-in-Waiting to the Queen. In 1892 he was made Master of the Buckhounds, and held that position till 1895. A somewhat fierce agitation broke out during his *régime* against the continuance of the ancient sport of Stag-hunting. But good sportsmen and true were at hand to

meet the malcontents, and a petition, signed by fifteen thousand landowners, farmers, and hunting men presented to the Queen, praying for the maintenance of the sport, and refuting, in spirited terms, the allegations of cruelty brought against it, effectually quashed the opposition. Lord Ribblesdale is an accomplished writer, and among his many contributions to letters, not the least interesting are his memoirs of former Masters of the Staghounds. He married on April 7th, 1877, Charlotte, daughter of Sir Charles Tennant, Bart., of the Glen, Peeblesshire.

1887-1892 and 1895-1900.—GEORGE WILLIAM COVENTRY, 9th EARL OF COVENTRY, was born in 1838, and succeeded his grandfather in 1843. His lordship, whose father died when he was an infant, inherited large estates in Worcestershire and Gloucestershire. He was educated at Eton and Christ Church, Oxford. The present Earl, who became interested in sporting affairs at an early period of his life, displayed such excellent judgment and business aptitude that he was appointed a Steward of the Jockey Club at an unusually youthful age. His occupation of this important office has been noteworthy for decisions which will be long remembered for their impartiality and justice. Steeple-chasing is indebted in a high degree to Lord Coventry for many valuable reforms and for the introduction and effectual establishment of the National Rules; and his victories in the Grand National at Liverpool with the sisters Emblem and Emblematic show that fortune was not unmindful of his merits. On the Turf his lordship had a full share of good fortune, and he has successfully interested himself in the breeding of racehorses. Lord Coventry became Master of the Buckhounds in 1886, and those who were so fortunate



EARL OF COVENTRY

as to enjoy sport under the admirable arrangements provided by him during his first tenure of office were highly gratified by his resuming in 1895 a position whose duties, whilst in

his keeping, were fulfilled with dignity and success. Lord Coventry married in 1865 Lady Blanche Craven, third daughter of William, second Earl of Craven.

1900-1901.—On the resignation of Lord Coventry in the autumn of 1900, the Mastership of the Buckhounds was offered to, and accepted by, Lord Chesham. CHARLES CROMPTON WILLIAM CAVENDISH, 3rd BARON CHESHAM, P.C., K.C.B., was born December 13th, 1850, and succeeded to the title in 1882. He was educated at Eton, and formerly was Captain in the 10th Hussars, and Lieut.-Colonel and Hon. Colonel of the Royal Bucks Hussars. On the outbreak of hostilities in South Africa he was appointed to the command of the Imperial Yeomanry with the rank of Brigadier-General, a position he held with distinction, subsequently becoming Inspector-General, with the rank of Major-General. His lordship in 1877 married Lady Beatrice Constance Grosvenor, second daughter of the first Duke of Westminster. Although nominally holding the office of Master of the Buckhounds until its extinction in 1901—to be exact, six months after the death of Queen Victoria—Lord Chesham was occupied the whole time in South Africa, and consequently Lord Churchill was gazetted Acting Master at the same time that Lord Chesham was appointed to the Mastership.

VICTOR ALBERT FRANCIS CHARLES SPENCER, BARON CHURCHILL, K.C.V.O., was born October 23rd, 1864, and on the death of his father in 1886 succeeded to the title as third Baron. His lordship was Page-of-Honour to Her late Majesty Queen Victoria from 1876-1881, and Lord-in-Waiting from 1889-1892, and again from 1895 to her death in 1901. Since then Lord Churchill has been Lord-in-



LORD CHURCHILL

Waiting to His Majesty King Edward VII. He is a J.P. for Oxfordshire and Leicestershire, and Conservative Whip in the House of Lords. His lordship holds the first-

class Prussian Order of the Crown, the Portuguese Order of Jesus Christ, and is a Prince of the Holy Roman Empire. In 1887 Lord Churchill married Lady Verena Maud Lowther, V.A., daughter of Henry, third Earl of Lonsdale. Lord Churchill is His Majesty's representative at Ascot now that the office of the Master of the Buckhounds is abolished.

1837-1902.—THE TRUSTEES OF THE GRAND
STAND.

In passing in review the men who have made Ascot, and under whose auspices it has assumed its present distinction, it is as well to refer in the first place to the present Trustees, and afterwards to note a few particulars of those who have held the position in past years.

It is remarkable how many names of famous soldiers, sailors, and other celebrities have been connected with the management of Ascot Race Course. To begin with, COLONEL CHARLES RIVERS BULKELEY has always taken a great interest in military matters, and from 1891 has been Colonel of the 4th Battalion (Militia) Oxfordshire Light Infantry. He was born in 1840, and is the son of the late Captain Thomas Bulkeley, of the 1st Life Guards. In 1874 he married a daughter of W. Davenport, Esq., of Maer, Staffordshire. Besides military matters, all kinds of sport claim Colonel Bulkeley's patronage. He is himself one of the straightest riders to hounds that we have, and during the visit of the late Empress of Austria, when she hunted in Cheshire, he managed her hunting stud and piloted her over the country. Under the name of "Mr. Charles" he rode several steeplechases in the



COLONEL C. RIVERS BULKELEY

early sixties; the first race in which he thus won distinction being the Windsor Drag Hunt Steeplechase, at the Chertsey Meeting of 1863. His mount on this occasion was Mr. R. Cooper's mare, Stays. Starting at 10 to 1, Stays won by a neck from Captain Rowley's Buffalo Girl, which Colonel Bulkeley had trained. After a time he rode in

his own name in Ireland and Wales as well as in England. Colonel Bulkeley is also Steward of the National Hunt Committee.

Another good sportsman is COLONEL VAN DE WEYER, who was for many years Master of the old Berkshire Hunt. Colonel Van de Weyer, of New Lodge, Berks, was born in 1839, and is the oldest surviving son of His Excellency Sylvian Van de Weyer, who was Belgian Envoy in England in 1831. He was educated at Eton, and married in 1868 Lady Emily Georgina, daughter of

William, 2nd Earl of Craven. He is a J.P. for Berks, was appointed High Sheriff in 1885, and has been for many years Lieut.-Colonel of the Royal Berks Militia.

HON. REGINALD WILLIAM COVENTRY (born 1869), Barrister-at-Law and Deputy-Lieutenant for the County of Worcester, another of the present Trustees,

is the fourth son of the 9th Earl of Coventry, who so long held the honourable position of Master of the Royal Buckhounds. This keen sportsman was also a Lieutenant in the Eton College Volunteers.

WILLIAM CHARLES DE MURE WENTWORTH FITZWILLIAM, EARL FITZWILLIAM, was born in Canada in 1872, and is the eldest son of the late Viscount Milton, M.P., and recently succeeded his grandfather as 7th Earl. He was educated at Eton and Trinity College, Cambridge, and takes great interest in mining engineering. In 1895



COLONEL VAN DE WEYER



HON. REGINALD W. COVENTRY

he was returned as Liberal Unionist Member for Wakefield. He married in 1896 Lady Maud Dundas, daughter of the Marquis of Zetland. He has held a Captancy in the 4th Battalion Oxfordshire Light Infantry since 1896, and was extra A.D.C. to the Marquis of Lansdowne when he was Viceroy of India in 1893-4. Sport has always found

a staunch adherent in Lord Fitzwilliam, who was appointed Trustee of Ascot Grand Stand in 1896.

In most large enterprises there is usually one person upon whom the burden of the undertaking specially falls, and who is, as it were, the hub of the wheel of management. His title may differ in accordance with the enterprise, but, be it General, Captain, Editor, or Managing Director, his position of responsibility is the same. On a race course the Clerk of the Course is the man of activity, and upon his energy and tact depend to a large extent the pleasure,

comfort, and success of the meeting.

Major Clement has been Clerk of the Course at Ascot for seventeen years, having been appointed to that post in 1885, and so excellently has he fulfilled his onerous duties during that period, that he has gained for himself the admiration and respect of his



LORD FITZWILLIAM

colleagues, and the thanks of the large circle of friends that he has made in the sporting world.

REYNOLD ALLEYNE CLEMENT was born on March 3rd, 1834. At the age of thirteen he went to Rugby, under Dr. Tait, where he quickly distinguished himself on the cricket field, and captained the eleven from 1850-1852. A year later he graduated at Trinity College, Cambridge, and played in the University Eleven. In 1855 he joined the depot of the 13th Light Dragoons at Dorchester, and in 1858 he exchanged into the 68th Durham Light

Infantry for service in India. He served throughout the New Zealand campaign of 1863, and returned to England in 1866. In the following year he married the youngest daughter of the late Sir Henry Blackwood, Bart., R.N. On his retirement from the army with the rank of Captain in 1868, he was appointed Adjutant of the Bucks Volunteers, and was successful in raising this corps to a state of great efficiency. In 1876 he retired from this position, and was granted a pension and the honorary rank of Major. We next find him Adjutant of the Eton College Volunteers, and eventually Commander. Ill-health, however, compelled him to give it up in 1887. Major Clement was always a keen sportsman. He made his mark as a boy on the cricket field, in the cavalry he was known as a straight rider to hounds, and to this day he favours all manly sports, and takes a prominent interest in the golf and cricket on Ascot Heath. It was in 1881 that Major Clement commenced his connection with Ascot Race Course, when he was appointed Secretary to the Trustees. Four years later he was made Clerk of the Course. During his tenure of office vast improvements have been effected on the Course and stands, notably the new tower, the widening of the lawns, the making of the tunnel from the Grand Stand to the Paddock, and also the subway from Ascot Heath House to the Royal Stand, detailed accounts of which are given in Chapter III.

It will be remembered that in 1836, when William IV. took up the question of Ascot Races, it was decided that henceforward the representatives of the Jockey Club should be present at the meeting as Stewards, and render such assistance during the race week as might be necessary. It

is to the Stewards that any case of malpractice on the part of those taking part in the racing is reported and all objections referred. In 1837 we find the names of the Earl of Chesterfield, the Duke of Beaufort, and Mr. C. C. Greville heading the roll of Stewards, a record which has contained some of the most famous owners and some of the keenest sportsmen that have graced the Turf during the Queen's reign. To-day the Stewards are the Earl of Crewe, Viscount Falmouth, and Lord Brassey.

There are four names that stand out prominently in the annals of Ascot. C. C. Greville, T. R. Ward, M. Gilbertson, and Captain Seymour will always be remembered for the interest they took in the forward movement that was begun in 1838, and as being the first four trustees of the Grand Stand.

CHARLES CAVENDISH FULKE GREVILLE, the eldest son of Mr. C. Greville and Lady Charlotte Bentinck, daughter of the 3rd Duke of Portland, was born in 1794. He was educated at Eton and at Oxford. Mr. Greville possessed a natural taste for sport and horse racing, and circumstances favoured the early development of his talents. When he was about twenty-six years of age his practical knowledge was thought so highly of that he was chosen as director of the Duke of York's racing affairs, and manager of the Prince's stables. Two years after his appointment he won the Derby for the Duke with Moses. After the dispersion of the Duke of York's stud, Mr. Greville made other racing connections, the most noteworthy of which were his alliances with Lord Chesterfield and Lord George Bentinck. His own acquisitions hitherto had been somewhat disappointing; but in 1834 he won with his excellent mare, Reserve, the



C. C. GREVILLE

Clearwell and Criterion, and in 1835 the One Thousand Guineas. Thinking that he could not do better than trust to the blood of so good a winner, he bought the mare's brother, Mango, off Mr. Thornhill. Mango, though he failed him for the Derby, won for him the Ascot Derby, beating Chapeau d'Espagne, and on the same day,

the King's Plate (William IV.) against Velure. Mango also beat Rat Trap over the Old Mile on Cup Day. Another purchase which brought some success to Mr. Greville was Alarm, which he acquired from his breeder, Captain George Delmé. Mr. Greville cherished very confident hopes that Alarm would win the Derby of 1845 for him; an untoward accident, however, dashed his expectations, for Alarm, being savagely attacked by Libel, bolted, after throwing his rider, Flatman. Alarm served his owner better at Ascot in 1846, when he won the Ascot Cup. Among other remarkable

horses owned by Mr. Greville may be mentioned Adine, Frantic, Muscovite, and Quince.

Though our brief recital of Mr. Greville's more important victories on the Turf is sufficient evidence of his influence as a racing man, yet he was active for the interests of the Turf in other ways, less conspicuous perhaps, though not



T. R. WARD

less powerful, in effect. He was an original trustee in 1838 of the Ascot Grand Stand, and he was one of the oldest members of the Jockey Club of his time. He died in 1865.

THOMAS RAWDON WARD was born at Marlborough in 1788. He married the daughter of Thomas Clark, Esq., of Greenham, Berks, and lived for many years at Round Oak, Englefield Green. He was very active in the performance of magisterial duties in the counties of Surrey and Bucks; was Lieut.-Colonel of the Royal Wilts Yeomanry, and assisted in the foundation of Marlborough



CAPTAIN HENRY SEYMOUR

College. He was a trustee of the Ascot Grand Stand, in which he took a great interest, for twenty-four years, and with his co-trustees, Messrs. Seymour and Gilbertson, took a prominent part in furthering its erection. In 1849 he removed to Upton Park, Slough, where he died in 1863.

MATTHIAS
GILBERTSON,

born in 1777, was a contemporary Trustee with Mr. Ward, their term of office covering the same period. He retired from the Trusteeship in 1863, when he was in his 87th year.

To the exertions of CAPTAIN HENRY SEYMOUR are due many of the improvements carried out at Ascot, which have so largely contributed to the excellence of its arrangements, and his suggestions were always received by his co-trustees with the most careful consideration. He always took a warm interest in the Royal Race Course, which, during his thirty years' Trusteeship, he did so much to develop. Captain

Henry Seymour was the son of Lord William Seymour, and was born November 20th, 1802. He was educated at Harrow, and at Christ Church, Oxford. After serving for several years in the army, he retired at a somewhat early age, and lived chiefly in the neighbourhood of Windsor, and at Park Place,



W. H. SEYMOUR

Englefield Green, where the latter period of his life was spent. Captain Seymour was a magistrate for Berks and Surrey. A few years before his death he was unanimously elected an honorary member of the Jockey Club. He died suddenly, on April 19th, 1867, from the effects of an apoplectic fit, which seized him as he was entering his carriage.

On the death of his father, W. H. SEYMOUR was appointed Trustee in his stead, a position he resigned in 1867. He was born in 1834, and was educated at Eton, and for a time was Lieutenant in the 7th Hussars. In the neighbourhood of



CAPTAIN THOMAS BULKELEY

Staines, [where he resided, he was very much respected, taking an active part in local affairs. He died in 1880.

CAPTAIN THOMAS BULKELEY, who for so many years took a conspicuous part in Ascot affairs, acting as senior Trustee of the Grand Stand, was born on September 26th, 1807. He was educated at Harrow, under

the late Dr. Butler, and afterwards at University College, Oxford. In 1828 he entered the 1st Life Guards as Cornet, and three years later was made Lieutenant, and a Captaincy was offered him in 1837. After serving twenty-one years he retired in 1849. He then turned his attention to local affairs, never, however, taking any prominent part in politics. He was Chairman of the Windsor Branch Railway from Slough, when it was first constructed, and on its being incorporated with the Great Western Railway, became a Director of that company. He was also Chairman of the

• Its Makers, Past and Present

Great Western Railway Hotel Company. For many years he was J.P. for Berkshire. Having a wide knowledge of all matters relating to racing, he was elected an honorary



ROBERT GARRARD

member of the Jockey Club. Many of the improvements carried out during his connection with the Stand were due solely to his desire to further, in every way, the interests of the meeting. It was in May, 1882, at his decease, that

Royal Ascot

Ascot lost one of its supporters. He was buried in Clewer Churchyard.

During the period that ROBERT GARRARD was a Trustee, many important changes were made in the arrangements for the greater convenience of Ascot visitors. Mr. Garrard's connection with Ascot extended from 1864 until 1873, when he resigned. In 1864 the funds of the Grand Stand were at a very low ebb, and the then Trustees—Lord Bessborough, Captain Seymour, and Captain Bulkeley—found themselves in the awkward position of wanting to make better provision for the visitors, by the erection of boxes and stalls on the tiers of the Grand Stand, with no money at their disposal

to use. With true sportsmanship, they endeavoured to raise the necessary money on a promissory note, but, as they were not commercial men, great difficulty was experienced in getting the bill negotiated. It was then that Mr. Garrard stepped into the breach, and, putting his signature to the document, the matter proceeded



COLONEL EWART

at once. Ascot has deserved well of the Garrard family. While Mr. Robert Garrard was Trustee his brother was Chairman of the Staines and Wokingham Line, which was principally constructed with Garrard money, and which was the means of opening up the Ascot district. It is by the firm of Garrard, of the Haymarket, that the Ascot Cups have been made for many years past. Mr. Robert Garrard, who was born August 13th, 1793, took a great interest in hunting, and constantly rode with Her Majesty's Buckhounds and also with the Garth. He died September 26th, 1881, in his 89th year.

On the retirement of Captain Seymour, in 1867, his place was taken by COLONEL W. SALISBURY EWART, son-in-law of Captain Thomas Bulkeley. Colonel Ewart was born in 1835, and served with distinction in the Grenadier Guards throughout the Crimean war of 1854-5.



CAPTAIN GARRARD



EDWARD PEACH MILES



CAPTAIN F. TREMAYNE MILES

He was a Trustee of Ascot Grand Stand until his death in 1890.

When Robert Garrard resigned in 1873, his son, CAPTAIN ROBERT GARRARD, born June 27th, 1831, became a Trustee, a position he retained until 1895. He was senior Trustee from 1881 to his death in 1895, and always took a great interest in Ascot affairs. He also owned several racehorses, but did not, as a rule, run them under his own name. Hunting and racing were his favourite pastimes, and he was a first-class steeple-chaser. He was a director of the Staines and Wokingham Railway, and a large shareholder in the Company.

It was for seven years only that EDWARD PEACH WILLIAM MILES was a Trustee. He was elected to the position in 1882, on the death of Captain Thomas Bulkeley, but was obliged to resign in 1888, owing to failing health. A sea voyage was undertaken to New Zealand, in the hope of restoring him. He died in the spring of 1889, aged sixty years.

His son, CAPTAIN F. TREMAYNE MILES, succeeded him in the Trusteeship, and was identified with Ascot until his death in 1896. He was born in 1855, and was educated, as was his father, at Eton, and was for some time Captain of the 18th Hussars. He married in 1883 Anna Coralie, daughter of Thomas Sellar, Esq., of Bagshot. Captain Miles was a J.P. for Salop and a Lieutenant in the Wilts Yeomanry Cavalry.

SOME PAST AND PRESENT OFFICIALS.

There is no doubt that the popularity and prestige of a race meeting is greatly dependent upon the enthusiasm and energy of its officials, and the respect and esteem in which they are held.

The office of Judge is no sinecure, and it is not every man that has sufficient alertness and accuracy of eye, to say nothing of steadfastness of character, to fill the position. From his coign of vantage in his box he watches through his glasses as the horses come into the straight, and, with



JOHN HILTON

his trained eye, quickly singles out those that will be in at the finish. As they come near, with his attention concentrated on the opposite post, he picks out the first three, and without bias, without heeding the babel of tongues that shout the number of the horse they hope will be called the winner, he gives his decision, and the numbers are hoisted. The verdict is pronounced, and the judge solemnly—as

befits his dignity —walks to the weighing-room, there to see the jockeys scaled.

It was about the year 1770 that professional judging replaced that of amateurs, when, owing to a dispute that took place at Burford Races, in Oxfordshire, over the decision of a race, it was resolved by the Jockey Club that the duties of judge should be performed by a paid official. This important office was accordingly conferred upon JOHN HILTON, who retained the post until 1806. In those days he had no easy time of it, when as the *Daily Telegraph* observes, “the

game of racing was played with all the advantages, or in other words, when jostling, unfair riding, and combats on horseback between the jockeys with their whips were of constant occurrence.” John Hilton was a man of peculiar tastes, and, according to his contemporaries, found relaxation from his work in the



JOHN CLARK

chimney corner of a little public-house that stood in what is now Portland Place.

Mr. Hilton was succeeded in 1806 by JOHN CLARK, who held the post until 1822, when he resigned in favour of his son, and the office has remained in the family ever since. Mr. Clark was judge at Newmarket and Epsom from 1806 to 1822. He discharged similar duties at the Bibury and the Kingscote Clubs, and Stamford Races for many years. He was a well-known and popular inhabitant at Newmarket, as, after his retirement from his official occupation, he was the proprietor of the Greyhound Hotel in that town.

When JOHN CLARK succeeded his father, his connection rapidly increased as his probity of character and the unusual quickness and accuracy of his eye became known; and in 1834 he acted as judge at the following meetings:—New-

market, Epsom, Ascot, Goodwood, Lewes, Chelmsford, Bath, Brighton, and occasionally Egham and Abingdon. Mr. Clark's decisions, owing to the confidence which his rectitude of character and singular physical qualifications ensured, were invariably received with a respect which forbade dispute and open dissatisfaction.



J. F. CLARK

The duties of the chair at Newmarket descended to his son, JOHN FRANCIS CLARK, in 1853. During Mr. John

Clark's tenure of office the younger man had often acted as deputy judge. Like his father before him, he was brought up as a builder, and later on became an architect of some repute. He designed several buildings at Newmarket, and his skill as an architect proved very advantageous to the Trustees when improvements and alterations in the Grand Stand and other buildings were considered.



C. E. ROBINSON

In 1889 Mr. Clark was succeeded in the office of judge by his son-in-law, C. E. ROBINSON, who, since that date, has occupied the chair with distinction. By his strict impartiality and keen attention he has gained for himself the respect and admiration of all associated with racing.

We have already referred to the onerous duties of Clerk of the Course as his office is to-day. It was not so important or so engrossing in the latter part of the eighteenth and the early years of the past century. The post had been held in 1781 by Mr. W. Rivers, and we find, prior to Mr. Jenner coming into office, that the duties were performed by Mr. Thomas Luff. THOMAS JENNER was the representative of a family which, from the reign of Charles I., had held the appointment at Windsor of builder to the Crown. Mr. Jenner was appointed in 1821, by the Duke of York and the Marquis of Cornwallis, Clerk of the Course



THOMAS JENNER

at Ascot, and he retained this position until 1837, when changes were made in the management, and Mr. Jenner retired.

He was succeeded by WILLIAM HIBBURD, whose appointment deserves to be remembered for services of far greater importance to Ascot than merely the faithful discharge of his immediate duties. For not only do we owe to his intelligence and energy the practical skill which directed the construction of the Course

and Training Ground, but the success of the scheme for the erection of the Grand Stand must, in a large measure, be attributed to the zeal with which he laboured to overcome the prejudices of his opponents. The prosperity of that undertaking has abundantly justified Mr. Hibburd's confidence, for at the time of his death £6,000 out of the original capital of £10,000 had been paid off, and a contribution of £8,242 had been made to the Race Fund from its exchequer. After the resignation of Charles Davis of the position of starter, Mr. Hibburd also filled that office. Indeed, his engagements so multiplied that at all the principal meetings in the country he fulfilled some important duty, either as starter, judge, or Clerk of the Course. He was very popular at race meetings, and was regarded with the respect due to one who, in difficult situations, was noted

for "great coolness and judgment and honesty of purpose." Having a "herculean frame," his friends remarked with equal surprise and regret that, at a comparatively early age, his physical powers were rapidly failing, so much so that at the 1851 Ascot Meeting the Clerk's duties were performed by Mr. Henry Hibburd. His existing disease



EDWARD HIBBURD



JAMES MANNING

was further aggravated by nervous shock, consequent on being knocked down by a racehorse at the Manchester Meeting in the autumn of 1850. He succumbed rather unexpectedly on September 2nd, 1851, aged fifty-one years. Unfortunately there is no existing likeness of Mr. Hibburd, as he never had his portrait painted.

His son, EDWARD HIBBURD, then took over the duties that his father had performed. Born in 1831, he first



ROBERT OADES

officiated as Clerk of the Course in 1852, retaining the post until 1860. In 1856 he also acted as Starter during the illness of his brother Henry. He died in January, 1867.

It will be remembered that about this time, various changes took place throughout the whole *personnel* of the Ascot Course, and the office of Clerk of the Course was entrusted to JAMES MANNING, who combined with it that of Clerk of the Scales, and it speaks volumes for the exact manner in which he did his work that he was

able to hold both appointments to the entire satisfaction of the Trustees, until his death in 1875. His successor, ROBERT OADES, signalled his tenure of office by many improvements in the Course, and was widely esteemed for the ability with which he discharged his duties. On his retirement he received a pension of £100 a year from the Trustees, a well-merited award. As to the present Clerk of the Course, who succeeded Mr. Oades, it is sufficient here to say that the office is held by MAJOR CLEMENT, an account of whose life will be found earlier in the chapter.

The punctuality of a race greatly depends upon the

Clerk of the Scales. He requires to be a man of order and method, as well as of strictly honest character. To him come the jockeys to be weighed before the race, and as the regulations provide that the numbers of the competing horses shall be exhibited on the telegraph board a quarter of an hour before the race, it behoves him to be quick, exact, and methodical. The race over, the Clerk of the Scales must be back in his place to weigh out the jockeys before the official "all right," that conveys so much, is pronounced.

As we have said, Mr. James Manning combined these duties with his work as Clerk of the Course. He was appointed in 1846, and gained many valuable friends by his high character and the conscientious performance of his duties. On his death, in 1875, he was succeeded by Mr. W. C. MANNING, who still holds this important office.

It requires many qualities to undertake properly the duties of starter. Besides a strong and active physique, strict impartiality, patience, a certain amount of courage, and some severity are required. It is no easy task to get a number of horses, wild with excitement, into line, and know the exact moment when to let the flag fall and speed them on their way. It is essential, too,



W. C. MANNING



WM. HENRY HIBBURD

that strict obedience shall be given to his orders, and considerable firmness and generalship are required to make jockeys have confidence and respect for the starter.

At Ascot, in the first hundred years of its existence, the horses were started by the Royal Huntsman, and this was continued up to 1846 by Charles Davis, who, from being whipper-in to his father (who hunted the King's Harriers), became in time the most popular huntsman of the century.

From 1846 to 1850, WILLIAM HIBBURD acted as starter, and was followed by his eldest son, WILLIAM HENRY, who was born January 15th, 1826. Owing to his father being unable, through failing health, to fulfil his duties as Starter and Clerk of the Course at Ascot in 1851, he took his place and gave entire satisfaction to the Stewards. On his father's death in 1851 he succeeded to the office of starter, holding it until 1860, his death occurring on April 22nd, 1863.

T. McGEORGE, who had for two years acted as Deputy, was appointed Starter to the Jockey Club in 1860, and for a period of over twenty years his was a familiar face to racing men at the principal meetings. He was in every way an ideal starter, and performed his duties in such a way, that he gained the confidence and esteem of all with whom he came

in contact. When in the full vigour of health, he would walk to the starting post for every race, and, if time permitted, return to the weighing room as soon as he had dispatched his horses. In 1884 his health prematurely failed,



T. MCGEORGE

and he was prevented keeping his engagements. He died in 1885, at the age of 44, and was succeeded by LORD MARCUS BERESFORD, the fourth son of the Marquis of Waterford, who is, like so many of his family, a capital sportsman and an excellent rider. From his early years

he has always been a familiar figure at race meetings, and besides being a successful owner, has ridden several winning mounts. He was starter until 1890, when he was followed by ARTHUR COVENTRY, who to-day so admirably carries out his duties.

About the most thankless office in connection with racing



LORD MARCUS BERESFORD



ARTHUR COVENTRY

matters, is that of handicapper. There are not few but think the handicapper might have given more advantage this way or that, and there are many who help to make his life a misery by protesting against real or imaginary grievances. In 1854, owing to so many disputes arising out of what was considered unfair handicapping, there was a demand for a public handicapper, and Admiral Rous was appointed. His personality was so well known, and

the influence he exerted on behalf of all matters connected with the Turf was so great, that we give a short sketch of his life.

VICE-ADMIRAL THE HON. HENRY JOHN ROUS was born on January 23rd, 1795, and was the second son of the Earl of Stradbroke. He was educated at Dr. Burney's Naval School, at Gosport, and in 1808 he entered the Navy as a midshipman on board the *Republic*, and in 1822, after an adventurous career as cadet and lieutenant, gained his captaincy. In 1836 he married Sophia, daughter of the late J. R. Cuthbert, Esq., of Grosvenor Square; and retired from the service soon after that event. In 1846 he was offered by Sir Robert Peel, who was very sensible of his merits, a seat in the Admiralty, which he accepted. His chief distinctions were, how-



ADMIRAL ROUS

ever, gained in the character of a racing man, as Steward of the Jockey Club, and as the most active agent of his time in redressing the abuses of the Turf. His election as a Steward of the Jockey Club occurred in 1838, and his three years' tenure of office was characterised by the patience of investigation and shrewdness of decision, which always marked his judicial utterances, as well as by the improved state of the Jockey Club finances. In 1840 he became the

Royal Ascot

director of the Duke of Bedford's racing interests, and for many years had the entire control of that nobleman's horses. The talents of Admiral Rous were peculiarly and pre-eminently displayed as a handicapper. In that capacity he had no compeer, the rapidity and excellent judgment with which he adjusted a multitude of imposts were the delight and wonder of his racing contemporaries. His skill was exhibited year after year in handicaps at Newmarket, Ascot, Epsom, Goodwood, Brighton, Doncaster, Oxford, Reading, Bath, Salisbury, and other meetings; a mass of work which required unusual time and trouble for its execution. The popular appreciation of his labours was shown, though inadequately, by the institution at various meetings, among which Ascot takes the place of honour, of Stakes bearing his name. He died in 1877, on June 19th, and was succeeded in the invidious but necessary office, by EDWARD WEATHERBY, who for eight years kept the register, and resigned in 1886, "finding the work past bearing." Upon Major Egerton being offered the post, on probation in the following year, he accepted it, and so well did he carry out his duties that before the end of the year the appointment was made permanent. Born in 1837, MAJOR GEORGE M. L. EGERTON was the son of the Rev. T. Egerton. He had an excellent memory, and took great interest in all matters relating to racing, and although he naturally failed to please everybody, he cannot be said to have made many mistakes, while his kind and retiring nature make him liked by most. For twenty-two years he was Adjutant of the Nottingham County Battalion of Volunteers. He died September 2nd, 1898.

REGINALD KYNASTON MAINWARING was born in 1847,

and is the son of the late Mr. Townshend Mainwaring, M.P. for the Denbigh Borough. Mr. Mainwaring was educated at Eton and Christchurch, Oxford, and took his B.A. in 1870. He was appointed Assistant Handicapper to the Jockey Club in 1889, and succeeded the late Major Egerton in 1899. He resigned in 1900. He handicapped



MAJOR EGERTON



R. K. MAINWARING

at Liverpool for about twelve years, and may be said to have constituted the Chester Meeting, of which he is Managing Director. The onerous duties of arranging the handicaps are now managed by a committee of three—Messrs. F. F. Dawkins, A. Keyser, and W. F. Lee.

MESSRS. WEATHERBY.—Soon after the formation of the Jockey Club, some members, hailing from the north-country, between 1760-70, persuaded a young solicitor,

Royal Ascot ♣

James Weatherby, to transfer his practice from Newcastle to Newmarket. There he became Keeper of the Match Book, and Secretary to the Jockey Club. The business of the Club growing in importance, it was decided, about 1773, to institute the "Racing Calendar" as its official publication, and Mr. James Weatherby's elder brother John was invited to assume its management. These brothers thus became united in the business, which was subsequently established in the firm's well-known premises in Old Burlington Street. To James Weatherby belongs the merit of the conception, and, in a degree, of the compilation of the first "Stud Book"; his contribution being the first volume (which was originally published in 1793) of that valuable work of reference. The direction of the firm has continued in members of the Weatherby family, and the present active head of the business, Mr. Edward Weatherby, is the son of Mr. Charles Weatherby. To the efforts of this family we owe the compilation—in earlier days, under circumstances of no little labour and difficulty—of the two most important sources of Turf history, the "Racing Calendar," and the "Stud Book."

There is to some extent a romantic interest about the office of Royal Huntsman, and the part that the latter has played in the Royal Procession necessitates some notice of the men who, since the days when George IV. was King, have figured until recent years so prominently in the Ascot race week.

GEORGE SHARPE was born about 1755, at Hillesden, in Buckinghamshire, and was the son of a celebrated huntsman who had acquired considerable property. His father wished his son to adopt a military career, but the boy's

love of sport overcame his respect for the paternal authority, and in 1777, unknown to his father, he entered the service of Mr. Lister as whipper-in. After one year's service with the Duke of Beaufort he entered the establish-



JAMES WEATHERBY

ment of H.R.H. the Duke of Cumberland. Upon the sale of his Royal Highness's hounds he became engaged under Lord Stawell, with whom he remained six years. He then entered the service of the King, who had started fox-hunting in 1780. Subsequently the Royal hounds were

transferred to the Marquis of Donegall, and Sharpe followed the pack. At a later period he was huntsman to Mr. Hanbury. George Sharpe married the daughter of David Johnson, huntsman to the King, and in 1812 he succeeded his father-in-law in this appointment, which he held until 1822. He died in 1824.

The remarkable huntsman of the Royal Buckhounds, CHARLES DAVIS, deserves some account at our hands, both for the unusual term of his service, which reached forty-four years, and for personal qualities which made that service memorable. Born on January 15th, 1788, Charles Davis, when twelve years old, became whipper-in to his father, who hunted the King's Harriers, and soon after obtained the situation of whip under Mr. Sharpe, his future father-in-law. Starting thus early in life, he served under four sovereigns, George III., George IV., William IV., and Queen Victoria. Davis's experience, whilst following his master, George III., to the field, was very different from that of his subsequent career. At that time, owing to the insecurity of the roads, it was deemed advisable that His Majesty should have some protection while hunting, and Davis was pistol-boy to the King. From this humble station, and from that of "pioneer to His Majesty," whose duty it was to make the fences easy for the King by previously jumping them, Davis rose, until, in 1821, he became Huntsman to the Royal Buckhounds, and he continued to fill that position up to the year 1866. "His knowledge of his craft could hardly be exceeded, no detail concerning the runs of his stags, or the nature of his country was unknown to him. Not less notable than his practical skill, was the wonderful control he exerted



CHARLES DAVIS

with the surest and most effective tact, over fields composed, sometimes, of troublesome elements. In truth, nature had endowed Davis with a demeanour



FRANK GOODALL

which made impertinence impossible. His finished horsemanship was the admiration of the field, and his person was such as received advantage, in a singular degree, from the uniform of his official position." Davis

was seen at his best when he figured in the Royal Procession at Ascot, with whose history he could claim

connection as its sometime Starter of the Races, and whose fame was always dear to him. Charles Davis's ordinary life was one of great simplicity and moderation. He died soon after his retirement, October 26th, 1867. It was an ardent wish of Davis that the horse Comus, which had been given him by the Prince of Wales, should be destroyed at his own death, and after His Royal Highness's sanction had been obtained, his wish was respectfully observed.

HENRY KING was born at Brington in 1814. He was the son of Mr. Charles King, huntsman to the Pytchley Hounds, and his boyhood was thus spent under conditions very favourable to the knowledge of horse and hound, which was of such high importance to his qualification for the occupation of his life. When he was fourteen years old he was sent to the Warwickshire kennels, where he was placed under Jack Wood. During this service he sometimes rode second horse. His next engagement, which only lasted a year, was in Oxfordshire, with Mr. Drake, whom he left to take service with Mr. Applethwaite, of Atherstone. After a sojourn here of five years, he entered the Royal service, wherein he was employed as Whip and Huntsman for thirty-five years. Becoming first Whip in 1856, Mr. King occupied that position for ten years, when, in 1866, he was appointed Her Majesty's Huntsman. He held this situation for five years, during the Masterships of Lords Colville and Cork, whose cordial approbation he won by the able discharge of his duties. He died on December 30th, 1871, after a short illness. His successor was FRANK GOODALL, who, in his turn, was followed in 1889 by J. J. HARVEY. J. COMINS, the

• Its Makers, Past and Present

last of the Royal Huntsmen, succeeded Mr. Harvey in 1894.

Such is the history of the men who have made Ascot. Like most undertakings that have engrafted themselves into national institutions, Ascot has had its periods of weakness and its times of prosperity. It has ever been under the control of men who have been equal to any emergency, and who have brought it, despite the vicissitudes of fortune, to its present state of success.

CHAPTER VI

ASCOT RACE COURSE

AS a gathering, representative of the rank, fashion, beauty, and taste of this country, the Ascot of the latter part of the 18th century was in no respect inferior to that of to-day. It is in comfort and luxuriousness that the meeting has so greatly changed. The rude wooden hustings that did duty for a Grand Stand, and the tents that were the reception rooms of the royal party, have given place to a range of buildings that extend for upwards of a quarter of a mile along the Course. Before taking leave of the subject altogether, a few words on the physical and external features of Ascot may bring to light some facts and figures that may prove of interest.

Year after year, as the Ascot meeting comes round, there is a great deal of talk regarding the state of the Course; many complaints are made, and suggestions for the amendment of the supposed shortcomings are given with a prodigality that is in keeping with a limited knowledge of the geological features of the Ascot district.

The Ascot-Chertsey district consists of a series of beds known to geologists as the Bagshot Sands. These beds, in spite of their apparent indistinctness and irregularity,

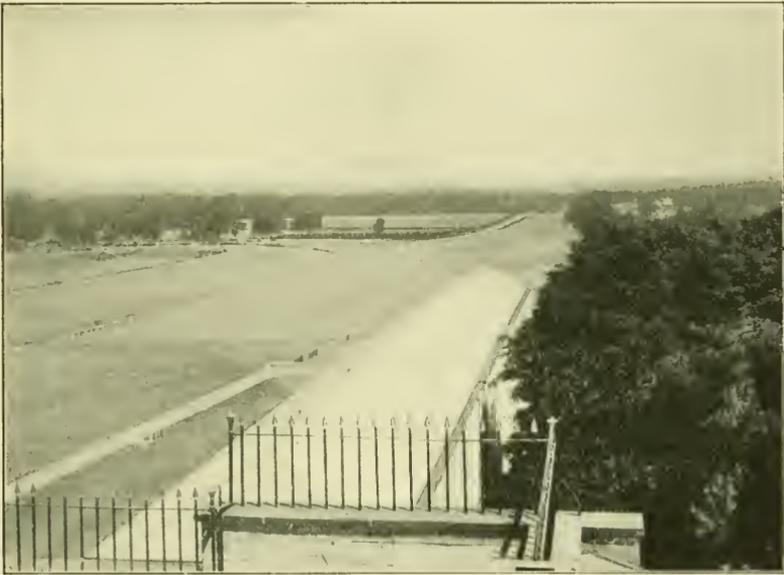


are much more clearly defined than would be expected on a cursory survey, and the sandy heaths of Ascot, Woking, and Chobham, similar as they are in general

appearance, can each be placed in its relative geological division.

The Bagshot Sands can be divided into three distinct and persistent classes—Lower, Middle, and Upper—severally characterised by peculiar groups of organic remains, and by differences of lithological features. The Lower Bagshot Sands repose conformably on the London Clay. They consist mainly of whitish and light yellow siliceous sand, with a few seams of pebbles and some traces of organic remains, and vary in thickness, from 100 to 150 ft. Overlying the Lower Sands are a few beds of white, yellow, liver and cream-coloured laminated clays, and one or two beds of green sand. Their thickness altogether does not exceed from 40 to 60 ft.; nevertheless they form a division of persistent range and structure. These clays are most extensively distributed around Addlestone and Chertsey, where they attain a thickness of 10 to 20 ft. Above these clays is a thick stratum of green sand, generally very pure and of a dark bottle-green colour, maintaining a uniform thickness of about 12 to 20 ft. Intercalated with these green sands are occasional layers of large and small rolled flint pebbles, which in some cases are concreted into actual rocks. This division forms an excellent geological horizon, dividing the Lower from the Upper Bagshot Sands. Its presence is indicated by a greater fertility and the general occurrence of watercourses. Incumbent on these green sands is the Upper and main mass of the Bagshot Sands. This division consists of irregular bedded sands of a light yellow colour, occasionally slightly tinged green, red, or ochreous, and is best seen in the ridges of Frimley or Chobham, which are formed entirely of it,

and in the heaths of Bagshot and Sandhurst. These sands are usually very barren, but the lower beds near the central green sands become more fertile, and the cultivation of them is extending. Under geological conditions of so unpropitious a character, it may well be imagined that the Ascot Course has been with difficulty reclaimed from its original wildness, and that continuous efforts are required to



A VIEW FROM THE TOWER : LOOKING UP THE NEW MILE

prevent its lapsing into barrenness. Its sandy soil admits of a rapid percolation of rain, and the grass which can be grown under such arid conditions is but a feeble and sickly product. Further, at the season appointed for the race meeting, Ascot is only just recovering from the parching influence of the east winds, the cold frosty nights of our spring, and the more abundant evaporation occa-

Royal Ascot

sioned by the growing fervour of the sun during April and May.

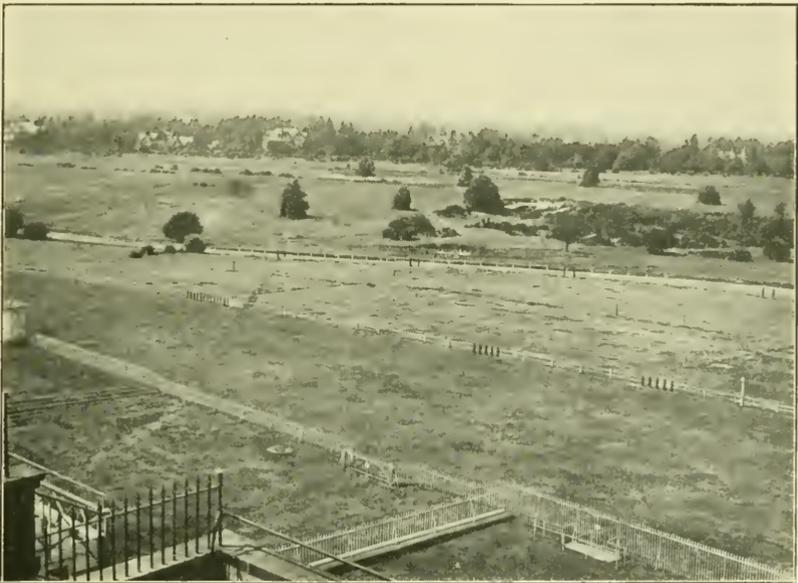
To maintain the Course in the best possible condition and to have it ready in time for the meeting requires much anxious thought, and entails great responsibility and solicitude, and every little detail has to be given the greatest attention to make it as near perfect as possible.

Almost every conceivable experiment has been tried to effect a permanent change in the nature of the ground. The management have naturally resorted to manures of various sorts with cheerful expectations, and their hopes have been so far fulfilled that they persevere, year by year, in the employment of these stimuli to fertility. Large quantities of manures—artificial, farmyard, and London—are distributed every season over the course, and seeds of the deepest rooted and most hardy grasses are freely sown. Bassett's slag is also abundantly employed. Irrigation of the Course has been partially tried, subject to careful observation, but up to the present the experiment has not been very successful. This is probably due to the supply of rain water being so limited. Moreover, it has been found that the free application of water, under the influence of cold spring mornings and a hot sun, was attended with injurious consequences to the turf.

The effect of permitting sheep to run has been frequently tested, and invariably with the most disappointing results. In truth, the influence of the sheep was actually noxious, and the condition of the ground was impaired by their presence, so small is the vitality of the grass on the Heath.

Despite the most untiring attention to every method of artificial assistance, it has been amply proved that the

determining factors of a thoroughly good Course are a moist atmosphere and a plentiful rainfall. Our sketch of the geological constitution of Ascot and its neighbourhood affords an explanation of the unusual dryness of the soil, and so marked is this feature of the district that the scarcity of water is a constant domestic trouble, and at times of extraordinary demand, as during the week of the Ascot



ANOTHER VIEW FROM THE TOWER : LOOKING NORTH-WEST

meeting, it often threatens positive inconvenience. The proposal to end all the grievances of the Ascot Course by completely reurfing the ground, has an insuperable objection to its adoption—it would necessarily involve, for at least one season, the suspension of the Ascot meeting.

The most prominent feature in the Ascot landscape is the Clock Tower of the Grand Stand, and from its

Royal Ascot ♡

summit, Ascot, the Course, and the surrounding neighbourhood lie around in one unbroken panorama. While below upon the Course the heat is intense, up above on the terrace, under the clock dial, a pleasant wind cools the air and comes towards one over miles of wooded Berkshire country.

The various Stands face north, and the view is extensive. Immediately at our feet is the emerald turf of the Course, and beyond on every side the eye wanders delightedly over miles of typical English scenery; verdant common, barren heath, bright foliage, and dark fir harmonising to form a landscape of varied and singular beauty. To the right is the grand old Windsor Forest, to the left is Ascot Nursery. Away in the distance the roofs of some of the Winkfield and Wokingham houses are discernible, and near at hand the picturesque residences and mansions that are situated near the course stand out well in the foreground. Looking eastward, past the Alexandra Stand, a fine view is obtained of the extent of the New Mile Course. Sunninghill is prettily situated to the south-east, while Ascot itself nestles amongst the trees below, and by the white steam of the train we distinguish the direction of the railway. Swinley Lodge lies to the south-west, and due west is seen the Royal Ascot Hotel and Stables.

A full view is afforded of the extent of the Course, and we note that it is circular in form, and measures 66 yards short of two miles. The first half is on a gradual descent, and the second half, known as the Old Mile Course, is for the greater part uphill. The last mile-and-a-half of the Circular Course is called the Swinley Course. The New Course measures one mile and five

furlongs. The Course known as the New Mile is straight and uphill, and is 7 furlongs 166 yards long. The last 5 furlongs 136 yards of the New Mile constitute the T.Y.C. The Queen's Plate Course begins at the New Mile Starting Post, and measures rather less than three miles.

The buildings that form the stands and offices have



A VIEW FROM THE TOWER : LOOKING NORTH

been described in detail elsewhere, but a few particulars regarding their use and accommodation may prove of value. Walking along the Course, towards the Ascot Hotel, we notice first the high wall that forms the boundary of the CARRIAGE ENCLOSURE. During the Race week the Corps of Commissionaires takes charge here, and accommodation is provided for sixty-seven vehicles.

The GRAND STAND next claims attention. Seen from the Course, it presents an unbroken frontage of 162 yards. The eastern end, called the Alexandra Stand, consists of a range of boxes, the roof over which provides accommodation for stalls. The western end, which is the original building, is known as the Old Stand. The ground floor is utilised for waiting-rooms and refreshment lounges, including the recently opened "Japanese Tea-room." The balcony of the first floor is fitted with private boxes, and the upper balcony continues the range of uncovered stalls that begin at the Alexandra Stand end. Immediately behind is a large room known as the drawing-room, containing free seats for the public, as also does the roof, which is provided with benches arranged in tiers, and extending up to the Clock Tower.

Turning our attention first to the question of the boxes, there are 131 in all, numbering 1 to 131. These boxes each provide, on an average, room for six persons. They are allotted by the Trustees from year to year at a charge of ten guineas, and, as the number of applicants requiring them is very large, many years often elapse before a box is obtainable. There can be no doubt that to those few who have the privilege of having them allotted, it is one of the most enjoyable ways of viewing the races.

The BOXES are approached by seven entrances—Nos. 1 to 20 by the entrance next to the Iron Stand; Nos. 21 to 42 by the staircase on the left of the main archway leading to the Front Lawn; Nos. 43 to 63 by the staircase facing the Band Stand on the right of the Covered Stall staircase; Nos. 64 to 95 by the staircase on the right of the third archway near the Luncheon Balcony; Nos. 96 to 107 by

the entrance on the ground floor at the right of the main archway leading to the Front Lawn; Nos. 108 to 131 also on the ground floor, with two entrances near the Luncheon Balcony. At the back of the corridor leading to the Boxes are a limited number of private luncheon-rooms, which enable a few of those having boxes to lunch in private with their



A VIEW FROM THE TOWER : LOOKING TOWARDS ASCOT VILLAGE

own party. The charge for these luncheon-rooms is £10, which entitles the holder and his friends to make use of them for four days.

Passing on to those frequenters of Ascot who have not the good fortune to possess one of the limited number of boxes, the Trustees allot, year by year, 903 Uncovered (numbered 1 to 903) and 370 Covered Stalls (numbered 904 to 1273). These Stalls, however, are invariably taken

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by the same holders annually, months before the races, with the result that as the meeting approaches and the demand increases, the majority of the applicants have to be disappointed. The charge for the Uncovered is one guinea for the four days, and for the Covered Stalls two guineas for the four days.

The COVERED STALLS, Nos. 904 to 1273, are reached by the staircase known as the Covered Stalls' Staircase, which faces the Band Stand; the UNCOVERED STALLS, Nos. 1 to 65, 167 to 229, and 331 to 395, by the same staircase; Nos. 66 to 108, 230 to 271, 396 to 438, by the entrance facing the Course on the left of the Main Archway; Nos. 109 to 166, and 272 to 330 by the entrance facing the Course near the Iron Stand; and Nos. 439 to 903 by the last staircase near the Luncheon Balcony. The SUBSCRIBERS' PRIVATE STAND, or the IRON STAND as it is called, is separated from the Grand Stand by a few yards, and provides accommodation for about 360 members. The latter are elected by ballot, as for a club, on a vacancy occurring through death, resignation, or otherwise. As on an average there are only five or six vacancies each year, and the number of candidates desirous of becoming members is exceedingly large, a proposed candidate has often to wait several seasons before he is elected.

TATTERSALL'S ENCLOSURE, which is in front of the Iron Stand, is approached by four entrances—viz., the main entrance underneath the Iron Stand, the entrance from the Front Lawn, and two entrances from the Course. It is reserved exclusively for members of Tattersall's or the Newmarket Rooms, and the charge for entrance is one sovereign, which is the admission either for one day or for

the four days. The Ring has for some years been under the superintendence of an able staff of detectives, who keep a close watch in order to prevent defaulters from entering the Enclosure.

The charge for admission to the Grand Stand is 10s. on Tuesday, Wednesday, and Friday, and £1 on Thursday. This admission is in every case extra to that charged for Boxes, Luncheon-rooms, Stalls, Iron Stand, and Tattersall's Enclosure.

For the convenience of those who have not been able to obtain reserved seats, either in the way of Boxes or Stalls, etc., but who have paid entrance money to the Grand Stand, the Trustees provide each year free accommodation in the form of chairs and seats on the front and back lawns, in addition to seats in the drawing-room and on the roof.

The Secretary's offices and safe-room adjoin the main entrance, and are approached from the lawn at the back of the Grand Stand through an ivy-coloured walk, which effectually shuts off this important department from the curious eyes of the obtrusive.

During the last few years there have been many suggestions made for the improvement of the stands, but it was not until after the meeting last year that they were carried into effect. His Majesty then took the matter in hand, and commanded Lord Churchill to carry out various alterations. The result was that a clean sweep was made of all the buildings from Tattersall's rails by the side of the iron stand westward. Instead of the heterogeneous group of buildings just demolished, there have been erected three commodious and well-appointed stands. There were many

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complaints that from the old stands a view of the races on the New Mile was impossible until the horses were virtually at the winning-post. To obviate this Lord Churchill has, in military parlance, brought forward the left shoulder of his new buildings and altered the course at the hotel turn, cutting off the sharp corner and making a gradual bend, which, while making running easier, will give an unbroken view of the horses as they go towards Swinley Bottom. This alteration has not been effected without considerable expenditure of time and energy in filling in and levelling this part of the Heath.

Another innovation which will greatly improve the look of the Heath, as well as alleviate the congested traffic on the high road, is the new road which Lord Churchill has had made across the common from the royal kennels in a direct line to exactly opposite the Royal Stand. The alterations at the south-west corner of the Course necessitated the closing of the road there, and the new road, which is bordered on either side by rhododendrons, will now be used by coaches and carriages driving on to the Course.

But to return to the stands. The architect of the new buildings is Mr. A. W. Stephens, of Brompton, and the work has been most efficiently carried out by Messrs. J. Allen & Sons, of Kilburn.

The JOCKEY CLUB STAND is situated between the Iron Stand and the Royal Stand. It is 56 ft. 9 in. in length, 54 ft. high, and has light iron rods for an awning and verandahs facing the Heath, affording a good view of the whole Course and Enclosure. Dressing-rooms and other apartments have been provided, and there are separate

entrances for members and visitors. In this, as in both the Royal and Enclosure Stands, Otis elevators are provided to each tier.

The ROYAL STAND has been erected on the old site and partly on the ground formerly occupied by the Master of the Buckhounds' Stand. It has a frontage of 70 ft. and is 40 ft. in height. From the panelled balconies that project from the front an excellent view of the whole of the Course can be obtained. The stand is provided with spacious reception and retiring rooms. Two stairways give access from the principal tier to the lawn. These stairways are sheltered by canopies roofed with copper, while the verandahs above the principal floor are also roofed with copper. In the rear of the building an ornamental *porte-cochère* has been provided for the use of the Royal visitors. The scheme of decorations has been carried out in pure white, the effect of which gives a delightful sense of coolness. The Royal Stand is used solely by the Royal Family, Household, and Suite.

The largest stand of the group is the ENCLOSURE STAND, extending 150 ft. west of the Royal Stand. It is built in three tiers, the height from the Lawn to the top of the front being 38 ft., and from the ground to the top of the parapet at the back of the upper tier 48 ft. At the end of the principal tier overlooking the paddock a part has been partitioned off by a glass screen for the exclusive use of owners of horses taking part in the races. Above, on the next tier, a similar part has been reserved for trainers, jockeys, and the press. From here a beautiful view of the course and the paddock can be obtained, and a stairway leads down to the paddock without the necessity of going

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through the Royal Enclosure. In the rear of the building spacious dining- and retiring-rooms have been provided.

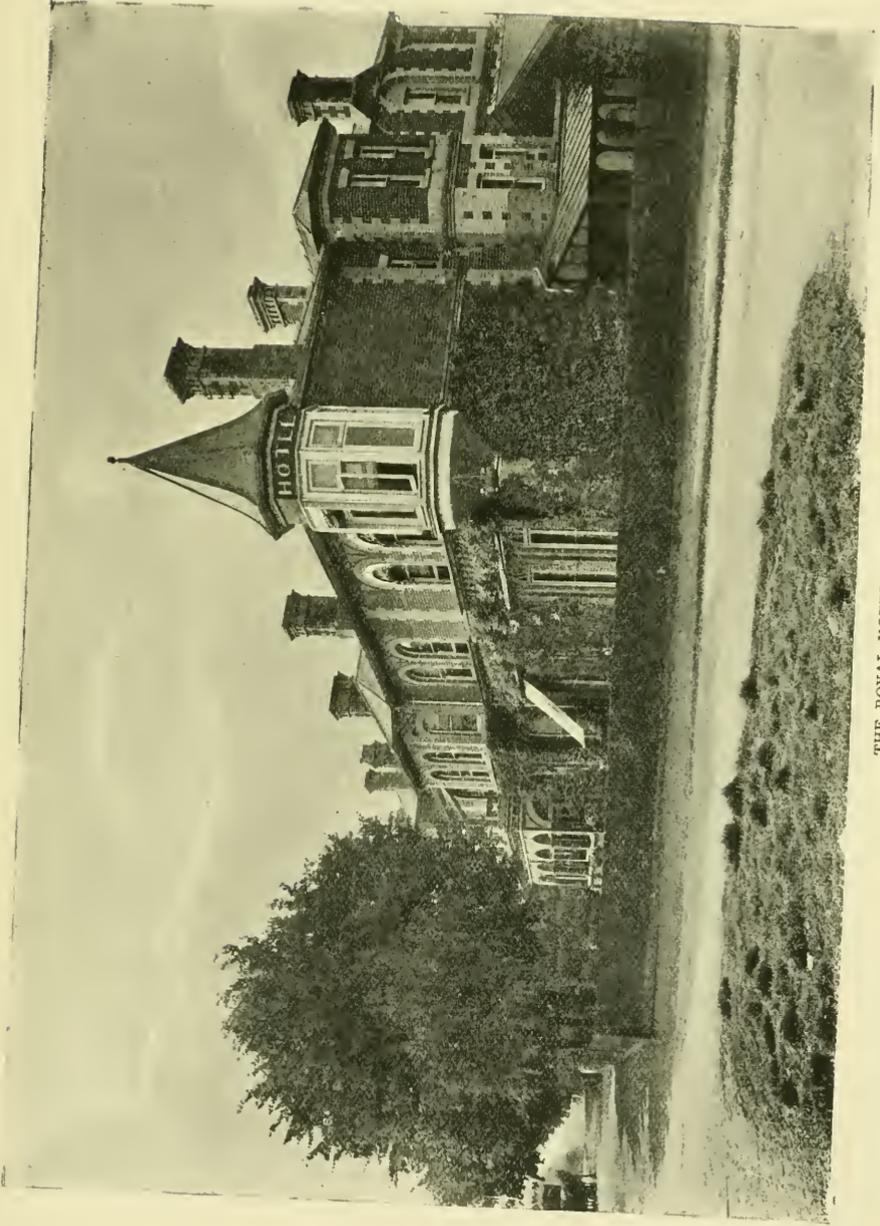
The JUDGE'S BOX is situated on the Lawn of the Royal Enclosure.

The EXECUTIVE DEPARTMENT of the racing and the rooms of the officials are situated behind the Enclosure Stand. They consist of the Weighing room, offices of the Secretary and Clerk of the Scales, a large room for the Reporters, and the usual Jockey rooms.

Continuing to the west end of the Course, we come to the PADDOCK, at the beginning of which there is a tunnel leading to the Grand Stand.

A little further down in the Paddock is the Magistrate's Room, where the Chief Magistrate of London attends for the week, in order to dispose of any criminals who are brought in from the Course. For some time prior to 1851 it was felt that it was essential for the better protection and comfort of those visiting the races, especially members of the Royal Household, who had on more than one occasion been subject to molestation on the part of some ruffians attending the meeting, that a magistrate should be in attendance during the week. The matter was no sooner discussed than it was carried out and a small Court erected, which has from time to time been improved. It may be interesting to note that this is the only race meeting in England where the Chief Magistrate of the City of London officiates in its own Petty Sessional Court.

The stables in the Paddock which were formerly used by the horses of the Royal Household have now been removed across the road to the grounds of Ascot Heath



THE ROYAL HOTEL, ASCOT

House, and additional stalls have been erected for racehorses in the Paddock.

Beyond Swinley Corner, on the opposite side of the Windsor road, is the Royal Ascot Hotel, which is under the direction of Messrs. Browning & Co. The stables are probably the finest attached to any hotel in the country. There are boxes for 150 horses built in the most approved style. Over the boxes are dormitories for the accommodation of the stable lads during the race week. All the horses that run in the Ascot races are stabled here.

We have already described the paddock and the stables, we have written of the Masters of the Buckhounds and the officials of the course, past and present; but the horses that have stamped their names on the Ascot roll of fame, together with the men who have trained them and the jockeys that have ridden them triumphantly past the post, have yet to be mentioned.

The trainer holds one of the most important positions on the Turf. On his care depends mainly the fortunes and performances of his horses, and upon his stables the public eye turns for every incident and indication that may affect the chances of the market.

JOHN PORTER'S stables are almost always prominent in the Ascot programme. He has his training establishment on the site of the small house and stables where Sir J. Hawley resided at Kingsclere. Formerly Mr. Porter was private trainer to Mr. Gretton, and, when he quitted his service, soon made other connections, the first Duke of Westminster being his chief patron. In 1896 the Ascot

wins falling to horses from his stables were seven in number, and in 1899 they numbered five.

RICHARD MARSH was born at Smeeth, in Kent, and from an early age was an adept at horse-riding; in fact, it was during his schooldays that he won the Dover Handicap. He was two years with Captain Machell, and afterwards went to Epsom. He was subsequently private trainer for Mr. Baltazzi at Six-Mile Bottom, for whom, as well as for several other owners, he also rode. In 1892 he moved to Egerton House, where he has since been. In 1898 two of his horses figured as winners at Ascot, and last year three horses. Persimmon was trained in his stables.

MATTHEW DAWSON was *the* trainer of his day, and as such, was most successful. During the earlier part of his career he was trainer to Lord Eglington, and on setting up for himself had for his first good horse Hobbie Noble. He next trained for Lord John Scott, and in 1858, when Mr. Merry's horses were in his care, he moved to Russley. Eight years later he went to live at Heath House, Newmarket, and there formed the acquaintance of Lord Falmouth, for whom he became trainer, whilst he also enjoyed the patronage of the Duke of Portland, Mr. Vyner, and Lord Hastings. When he at length retired to Exning the Newmarket stables were placed in the charge of his nephew, George Dawson. Mr. Dawson died on August 25th, 1898, in his 79th year. Among the horses trained by him, and which have taken part in Ascot Meetings, are Catherine Hayes, Saunterer, Thormanby, Buckstone, Thunder, St. Simon, which have all been victorious at some time or other.

SAMUEL DARLING, of Beckhampton, holds a high general reputation, and some of the horses he has trained have particularly distinguished themselves. Galtee More, the winner in 1898 of the Two Thousand, The Derby, the Prince of Wales' Stakes (Ascot), and the St. Leger, was trained by him, as also was Kilcock (winner of the Queen's Stand Plate, 1898 and 1899). Sinopi, the winner of the Ascot Stakes, was also trained by him.

A word in passing must be said of that well-known trainer, WILLIAM GOATER, who died on March 21st, 1896. Born in 1827, he was at an early age apprenticed to Mr. J. B. Day, at Danebury, and when the latter moved to Findon, Goater accompanied him. In 1855 Goater took over the Findon establishment, where John Porter, the Kingsclere trainer, was head lad. The most noted horse he trained, that appeared at Ascot, was Petrarch, winner, amongst other races, of the Gold Cup 1877, Prince of Wales' Stakes 1876, Rous Memorial 1878.

JAMES JEWITT was born in 1855 at West Drayton, and was apprenticed to the late Charles Blanton. Making his mark first as a cross-country jockey, he afterwards became a trainer, and followed that business with great success. Piræus, Valour, Petronel, and Goggles were under his care. He trained Sweetbread, who won the Hunt Cup for Lord Gerard, and among well-known horses coming from his stables may be named Harvester, Satiety, and Seabreeze. In 1881 Mr. Jewitt succeeded J. Cannon at Bedford Cottage, and died in November, 1899.

JOHN SCOTT was a native of Chippenham, near Newmarket. At an early age he was placed in the stable of Mr. Croft, at Middleham. In 1815, when his master sold

Filho da Puta to Mr. Houldsworth, he accompanied the horse to Sherwood Forest, where he remained for some years. Subsequently, John Scott took Joe Ackroyd's stables at Whitewall, and considerably increased their accommodation. He then moved to Belle Vue, and constructed a tan gallop, two miles long and three inches deep, on the training ground—thus introducing a new feature in the arrangements of such establishments in Yorkshire. Among the many celebrated horses which issued from his stables, his favourite was Cyprian, and the best, probably, was West Australian (winner of Gold Cup, 1854); Satirist and Touchstone were also trained by him. Many of the most influential patrons of the Turf entrusted their interests to Scott, and Colonel Anson, Lord Derby, Lord Exeter, Lord Chesterfield, and Mr. Petre were amongst the owners whose horses were trained in his establishment. Francis, Birkbeck, Holmes, Charlton, and Simpson were his pupils, and F. Butler, Templeman, and Flatman were indebted to him for many valuable opportunities of enhancing their fame. He died in 1870.

During the 18th, and for the first twenty years of the 19th century, little or no record was kept of the jockeys who rode at race meetings. Among the more famous of those that donned the colours on the Ascot turf of a hundred years ago, we find the names of Arnull, Goodison, Buckle, Wheatley, Dockeray, G. and J. Day, and the younger Chifney. From the records of 1823 we gather that Goodison won, in all, seven races at Ascot, amongst them the Albany, Swinley, and Oatlands Stakes, His Majesty's Plate, and a match for 300 sovs. Dockeray, another of that early group, was still more successful, his

numerous wins including the King's Plate (four times), the Gold Cup, the Swinley Stakes, and Oatlands Stakes.

J. DAY was one of the best jockeys of his time, winning no fewer than 31 races at Ascot alone. In 1836 he won the Gold Cup on Lord Westminster's Touchstone, and His Majesty's Plate on four occasions. He was successful in the first year of the Ascot Derby Stakes on Mr. Crosby's Pussy. The Oatlands, Albany, and St. James' Palace Stakes also helped to lengthen his list of triumphs. He was the father of the two younger Days, who are treated of elsewhere. S. BARNARD, who won the Wokingham Stakes in 1823, is a less known member of the early jockeys.

Of the men who have ridden the Cup horses to victory SAM CHIFNEY was the most noted in the early part of the last century. His neat appearance in the saddle, and his remarkable judgment of pace, were the two chief features in his riding. He was the son of a well-known jockey, Sam Chifney the elder, and in his day was noted for his perfection of hand and power in the saddle, above any man of his weight. Several of his victories at Ascot were gained with the famous Zinganee, in particular the Gold Cup and Oatlands Stakes in 1829.

BUCKLE was the son of a saddler at Newmarket, and was employed, at a very early age, in the stables of the Honourable Richard Vernon. He rode the winners of five Derbys, seven Oaks, and two St. Leger Stakes, besides all the chief races at Newmarket. In 1802, he greatly distinguished himself by winning both the Derby and Oaks on what were considered indifferent horses. His Derby mount was the Duke of Grafton's Tyrant, which was

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regarded as one of the worst horses that ever won a race, and, in the Oaks, he rode Mr. Wastell's Scotia, which was beaten three times in the course of the race, though Buckle got her finally in front, and won by a head. He won the Doncaster St. Leger with Sancho. In 1823 he won three races at Ascot, one being the Otlands Stakes, in which his mount was Mr. Ramsbottom's Bay Burton. Buckle made his first public appearance in 1783, and soon afterwards entered the service of the Earl of Grosvenor, with whom he remained for many years. He continued to ride in public till he was more than sixty-five years old.

JAMES ROBINSON was the son of a training groom and, as a boy, was in the stables of Mr. Robson, the chief of the Newmarket trainers. He gained much of his skill by riding in many of the trials of the extensive stud of his master, and rose to be a jockey of highest fame and perfect horsemanship. He was supposed to have ridden the winners of more great races than any jockey of his time. In 1823 he won the Derby and the St. Leger, receiving £1000 as a reward for the latter achievement. In the following year he won the Derby and Oaks in the same week. He won no fewer than sixty-nine races at Ascot, taking the Gold Cup in 1830, 1831, 1832, 1835, and 1839; Her Majesty's Gold Vase in 1840 and 1842; and the celebrated Eclipse Foot in 1833, in which year he won four other races at Ascot.

WILLIAM ARNULL was born in the year 1785. His father, John Arnull, was a celebrated jockey in the latter part of the eighteenth century, having won the Derby of 1799, for Sir Frank Handish, on Archduke. William

obtained his first lessons in horsemanship in Mr. Frank Neal's stables, where his talent soon became so evident that he was transferred to the establishment of Mr. Ladbrooke, an influential patron of the Turf and Master of Foxhounds in Surrey, who subsequently became associated with Mr. Shakespeare in the management of a large stud of racehorses at Newmarket. At a later stage of his career Arnall took engagements with Lord George Cavendish (afterwards Lord Burlington), the Marquis of Exeter, Lord Lichfield, and other noblemen and gentlemen. Arnall's peculiar excellence as a jockey was best displayed in private trials; his horsemanship was of a high class, though not distinguished by particular science, and a great measure of his success must be attributed to an admirable judgment and an honesty which was inviolable. These valuable qualities were unhappily united with a very violent temper. William Arnall died at Newmarket on April 29th, 1835. His Ascot successes number fifteen. He won His Majesty's Plate on Mr. Wyndham's Centaur in the years 1823 and 1824, and in 1826 and 1828 on the same owner's Chateau Margaux. In 1824 and 1825 he won the Gold Cup on Lord G. H. Cavendish's Bizarre, and the same race in 1833 on Lord Exeter's Galata.

WHEATLEY was the son of an eminent jockey of that name who rode for the celebrated O'Kelly. He was a fine horseman, and esteemed a dangerous opponent in a race by reason of his tact in creeping up to his horses, and winning when least expected. He rode Mameluke in some of his best races. In 1829, on the occasion of the last visit to Ascot of George IV., he displayed extraordinary skill in a famous struggle on that horse against

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Zinganee, with Chifney as jockey, for the Ascot Cup, which he had already won in 1823, on Lord Darlington's Marcellus.

R. BOYCE was the winner of His Majesty's Plate in 1828; MAYS won the £50 Plate on Cydnus in 1824; MACDONALD carried off the Gold Cup in 1828, and His Majesty's Plate in three several years. MILLER appears as the winner of the Gold Subscription Cup in 1826; TANT as that of the Duke of York's Plate in 1825. In the same year CONOLLY began a successful career which lasted till 1841, and included victories in the Swinley, Wokingham, Albany, and Oatlands Stakes, and Her Majesty's Gold and Silver Vases. Between the years 1825 and 1828 the younger BUCKLE won four races at Ascot.

S. BLOCK is a jockey of this period, whose name is found as the winner of a race in 1826, and G. & H. EDWARDS appear in 1827 and 1828, the latter winning five races between that year and 1833.

The year 1827 may be taken as the beginning of another period amongst Ascot jockeys. A. PAVIS then began his record of forty-two successes with the Swinley Stakes on Maria. In 1830 he won the Gold Cup, the Oatlands Stakes, and His Majesty's Plate of 100 guineas, carrying off the latter on three other occasions.

JAMES CHAPPLE was a native of Exeter, and at an early age was placed in Frank Neale's stables, at Newmarket. He made his *début* at Beccles in Suffolk about 1820, and soon afterwards appeared at Newmarket. He won the Derby in 1833 on Dangerous, and the Oaks, the same year, for Sir Mark Wood, on Vespa, both at very long odds. In 1838 he won the Derby for Sir Gilbert Heath-

SOME FAMOUS JOCKEYS



F. BUCKLE.



S. CHIFNEY.



J. ROBINSON.



W. SCOTT.



"NAT." FLATMAN.



F. BUTLER.



"SIM." TEMPLEMAN.



G. FORDHAM.



F. ARCHER.

cote, and in the same year Her Majesty's Plate at Ascot, on the same owner's Valentissimo. Two years later he was successful in the Ascot Derby with Sir G. Heathcote's Bokhara; and in 1846 won both this race and the Ascot Stakes. Chapple was remarkable for his knowledge of pace, fineness of hand, and excellent judgment of what a horse could do. After his retirement from the active duties of his profession, he continued to live at Newmarket. His racing career covered a period of rather more than thirty years. His *forte* was waiting with a quiet horse, and taking an accurate measure of what his opponents were capable of doing.

THORPE won the Wokingham Stakes in 1827. T. LYE came to the fore in 1828 as winner of the Gold Cup, his further successes in the Wokingham Stakes, Gold Vase, and Royal Hunt Cup in various years. G. NELSON won two races in 1830. MANN, by his success in the Wokingham Stakes, began a series of thirteen Ascot victories. F. BOYCE won the Gold Cup in 1829, and several other races in succeeding years. In 1832 T. ROBINSON won two races. WAKEFIELD was successful in 1833, 1836, and 1839. SCOTT won the Gold Cup in 1837, and seven other races in various years. NORMAN won eight races between the years 1834 and 1853, and TWITCHET His Majesty's Plate in 1835. Four victories fell to the share of CROUCH (1835-1842), and seven to that of ROGERS. In 1835 TRENN won the Wokingham Stakes. SLY carried off Her Majesty's Plate of 100 guineas in 1842; he gained in all eight Ascot victories during his career. BELL was the winner of the Ascot Stakes in 1839 and 1842. One of the finest jockeys of this time was "NAT" FLATMAN.

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“Nat,” as he was called on the Turf, or to give him his full name, Elnathan Flatman, was born at Holton, in Suffolk, in the year 1810. He entered, at an early age, the stables of Mr. Cooper, at Newmarket. After a probation of about three years, he made his first appearance in the Craven Meeting of 1829. Soon after this date he entered the service of Mr. George Payne, with whose colours he was long associated. His first great race was in 1834, when he won the Goodwood Cup for Lord Jersey. About the year of 1840, on the death of Arthur Pavis, Nat obtained important engagements with Colonel Peel and Lord George Bentinck. His Ascot record attained the high figure of 98 successes. In 1841 he won the Ascot Stakes for Mr. Payne on Welfare; in 1844 the same race for the same owner on Johnny. In 1845 he won twelve races, and in 1847 eleven, amongst them being Her Majesty’s Plate. In 1846 he succeeded in winning the Emperor’s Plate for Mr. Greville on his bay colt, Alarm.

At one period Flatman worked largely for the Scotts. His high reputation depended rather on a long course of good riding, than on a few achievements of great brilliancy. He was not remarkable for the elegance of his horsemanship, and was entirely without showy qualities.

A number of fresh names occur during the ten years following 1840, one of the chief of which is that of Marlow. CHARLES MARLOW was born at Hour Cross, near Newborough, Staffordshire, in 1814. At an early age he was sent to Newmarket, where, under the patronage of Captain Meynell, of Phantom College, he received his equestrian education. His first race was ridden at Houghton in 1828, when

he rode as a feather weight, an incident of more than ordinary interest, as it was also the occasion of the *début* of an eminent contemporary of Marlow, Sam Rogers. He accepted a fixed engagement with Mr. Copeland in 1827, and at once began to show his exceptional talent. He won the Chester Cup on King Cole during the next spring, though the horse was considered unworthy of being mentioned in the betting. In 1848 Marlow began under Lord Eglinton an engagement which included the most conspicuous successes of his career. Among the events of his first year was the Triennial at Ascot. In 1849 he won the Derby and the St. Leger on the Dutchman; and at Ascot the Emperor's Plate on Van Tromp, after a race of peculiar interest, and from adversaries so skilful and well-mounted as Flatman, Butler, and Templeman. In 1850 Marlow again won the Emperor's Plate on the Flying Dutchman, and in 1853, on Catherine Hayes, he won the Coronation Stakes at the same meeting. Indeed, Ascot Heath was always a lucky course for him, and to the above-named successes on that ground must be added the Hunt Cup, for Sir R. Bulkeley, on the Bishop of Romford's Cob, and the Ascot Derby, in 1851, on Phlegethon. In 1855, while riding in the Oaks, his mount, Nettle, bolted and fell over the chains, and Marlow's leg was broken. He returned to his duties after an absence of two years.

FRANCIS, or, as he was popularly styled, FRANK BUTLER, was born in 1817, and was the son of a trainer of good position. His mother was a sister of Samuel and William Chifney, the latter of whom was Butler's Preceptor in the art of horsemanship. His first engagement was in the stables of Lord Orford, during which his uncle's fortunes encountered

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a reverse which delayed his advancement. In 1842, however, he found employment with Messrs. Forth and Beresford, and rode successfully in many races. In 1843 he won the Oaks on Poison for Mr. Ford, and the Goodwood Cup on Hyllus. In 1844 he again won the Oaks, on this occasion on Princess, the property of Colonel Anson. In 1852 he won the Derby on Daniel O'Rourke for Mr. Bowes, as well as three races at Ascot. He won in all twenty-six races at this meeting, his most successful year being 1849, when he secured the Royal Hunt Cup on Mr. Rolt's Collingwood, as well as five other victories.

Butler's style was formed on that of his uncle, Samuel Chifney, whose favourite device was to avoid making running, and when close on the post to snatch a race with a surpassing rush. This propensity in Butler sometimes led him to postpone, until too late, his final effort, and perhaps caused races to be lost which, with other tactics, might have been won, and the rider so preserved from the censure which at times marred his popularity.

Among the minor riders are the following:—DARLING, winner in 1840 and 1843; COTTON, who won the Coronation Stakes in 1840; and PERCY, Ascot Stakes winner in the same year. FRANCIS and HOWLETT have respectively one and two victories to their credit; TEMPLEMAN nine, including St. James's Palace Stakes and Visitors' Plate. NOBLE won the Gold Cup in 1841. E. EDWARDS and CARTWRIGHT with three wins, COLEMAN with one, RILEY, BALCHIN, HESSELTINE, ARTHUR, A. DICKSON, CALLOWAY, W. MARSON, CARTER, KITCHENER, J. PRINCE, J. HOLMES, J. SHARP, PEARL, and W. DAY (winner of the 1838 Gold Cup), have all figured on the Ascot sward. PETTIT won

the Gold Vase in 1849, and the Swinley and Wokingham Stakes more than once. ABDALE won the Royal Hunt Cup and the Coronation and Wokingham Stakes; while WHITEHOUSE was successful with the Gold Cup in 1844, and the Gold Vase and the Emperor's Plate in 1845. Bartholomew and A. Day stand out conspicuously in this period.

JAMES BARTHOLOMEW was born at Newmarket. His father, who was a Yorkshireman, migrated to Kentford, in the vicinity of Newmarket, at the time of his marriage, and there managed an inn, which was a favourite resort of jockeys so well-known as the Chifneys, Arnull, and Goodison. Born in March, 1824, young Bartholomew, at a very early age, was entrusted to William Ridsdale, whose stables were situated at Newmarket. At Ascot he won in 1842 Her Majesty's Plate on Lord Lowther's Bay Middleton, and in 1845—after a remarkable race in which the well-known Sting was beaten by a head—the New Stakes for Lord Lonsdale, on Joy. He rode Jericho for the Cup at Ascot in 1847; and Trouncer for Mr. Coombe; and won the Ascot Derby in 1850 on Mr. Ford's Musician. In 1855 his reputation had reached its zenith, and his position among the very first jockeys of his time was fully assured. The next year brought him a number of important engagements—the Chester Cup, the Derby, the Oaks, and the Ascot Cup. The last-named race was won by him on Wingfield, after a somewhat memorable contest. Whilst racing in the Goodwin Stakes, in the same year, his prosperous racing career was arrested by an accident of so severe a character that the pursuit, save for a short season, of his professional engagements became impossible.

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ALFRED DAY, whose sobriquet of "Alfred the Great" proclaimed his eminence as a rider, was the son of the elder John Day, and enjoyed for many years an unsurpassed reputation on the Turf. With his inherited predilection for horsemanship, he became engaged, at an early age, in the business of his life. In 1841, he rode Shocking Mamma, for Mr. Osbaldeston, in the Cesarewitch. His first great success, however, was the capture of the Goodwood Stakes, with Franchise; and three years afterwards his popularity was assured by the remarkable feat of winning as the rider of The Hero, the Emperor's Plate two years in succession. The Ascot Cup was connected with another display of jockeyship, which was esteemed one of A. Day's finest achievements, when he so dexterously handled West Australian in that race. Ascot was, throughout, a fortunate meeting for him: he won there, in addition, the Royal Hunt Cup, Queen's Plate, Ascot, Welcome, and Wokingham Stakes, and the Ascot Derby, between the years 1844 and 1855. He lent invaluable aid to the development of Danebury, and was, at one time, the chief support of that establishment.

A conspicuous place, among riders whose names were once familiar at Ascot, must be given to JOHN DAY. Amongst his wins at the Royal race meeting were the Produce Stakes in 1843, and the Swinley Stakes on Lord Glenlyon's Ben-y-Ghlo in 1844. Though a highly successful jockey and trainer, he suffered, at certain periods of his career, striking vicissitudes of fortune. Just before Canary won the Royal Hunt Cup in 1862, his resources, and those of others connected with his Danebury establishment, were at a very low ebb. Fortunately, the horse's victory

redeemed the fortunes of the master, and of some of the patrons of Danebury. His noble employers always evinced great regard for John Day. His manners were quiet and unobtrusive. He was closely associated in business matters with the late Marquis of Hastings, and so great was his success, at one period of that exciting era, that the cry was "John Day will break the ring!" Within a short space of time, he had a great number of good horses under his charge, and his stables included such animals as Tippler, Catalogue, Lecturer, Ischiel, The Duke, Rustic, The Earl, and Lady Elizabeth. It says much for John Day's business ability, tact, and integrity, that, at one time, he had in his stables horses belonging to the Duke of Beaufort, Lord Hastings, Colonel Baillie, Colonel Berkeley, and others; all of whom were entirely satisfied with his management of their interests. John Day was a man of genial disposition, kindly and hospitable, and a companion full of amusing anecdote. He died at Danebury, on December 3rd, 1883, in the sixty-eighth year of his age.

Between 1850 and 1860 the names increase so rapidly that, with the exception of those of whom an account is given below, it is impossible to do more than make the following list of Jockeys and to number in brackets the races won by them at Ascot:—Hiatt (1), Cowley (3), Thick (1), G. Brown (1), T. Smith (2), H. Goater (1), Mahon (1), Norman (8), Rodney (1), Harlock (1), Basham (1), Garvey (3), T. Sherwood (1), J. Steggles (2), J. Marson (8), Keeler (2), Olliver (1), Bumby (2), J. Rogers (1), Cliff (1), Clements (4), Yates (1), Ashmall (9), Prior (5), Quinton (1), Britton (1), Cresswell (5), Pritchard (2), Rothera (1), Plumb (1), Hughes (7), Bray (1), Rayner (1), Land (1),

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Dales (1), Reeves (1), Chillman (1), J. Mann (6). J. Osborne was successful in twenty races, winning the Ascot Plate and Stakes, the Gold Vase, Jubilee Cup, and Wokingham Stakes in various years. The Gold Cup and the Ascot Derby and Stakes are amongst Aldcroft's sixteen victories. A. French won in 1861 the Queen's Plate of 100 gns.; this rider secured in all eight Ascot wins.

GEORGE FORDHAM was born at Cambridge on September 24th, 1837. At the age of ten, he was apprenticed to Mr. Drewitt, of Mickleham. His *début* was made in 1850, when he rode Isabella, in the feather plate at the Brighton Autumn Meeting. Although he came in last in this race, the same meeting brought him better fortune in the following year, when his mount, a two-year-old named Hampton, proved the winner. In 1853, at the Newmarket Houghton Meeting, he secured the Cambridgeshire on Little David. Owners, however, were slow to recognise his talents. Captain Douglas Lane gave him a promising opportunity early in the following year, and Fordham brilliantly served his employer, by winning the Chester Cup on Epaminondas, against such competitors as Acrobat and Indian Warrior. In 1855, among many other successes, he won the Hunt Cup, at Ascot, for Lord Clifden, on Chalice. In 1858, he was victorious in the race for the Gold Vase on Sedbury. His reputation was now at its zenith, and he was without a rival in the astonishing record of winning mounts, with which he was yearly credited. It was generally allowed, that Fordham had no superior in judgment of pace, dexterity in winning by no more than was necessary, and in the perfect integrity of his character. During his forty years' connection with the Turf, he rode

2,516 winners, and he included among his victories, all the great races, with the exception of the St. Leger. He won the French Derby twice, the Grand Prix three times, and the French Oaks once. Between the years 1867 and 1875 he won the Ascot Gold Cup four times, and the Royal Hunt Cup twice; and in 1867 won the Alexandra Plate on Lecturer. The title of "Demon" was popularly bestowed upon him, on account of his multitudinous successes. Fordham was a great favourite with the racing public, and his modesty and good nature silenced the jealousy of his fellow jockeys. He died on October 12th, 1887, in his fifty-first year, from a decline, the fatal effects of which were precipitated by the exacting demands which his professional engagements made upon his strength. He was buried in St. Laurence Churchyard, Upton, in the presence of the largest assembly that had ever witnessed the obsequies of a popular jockey.

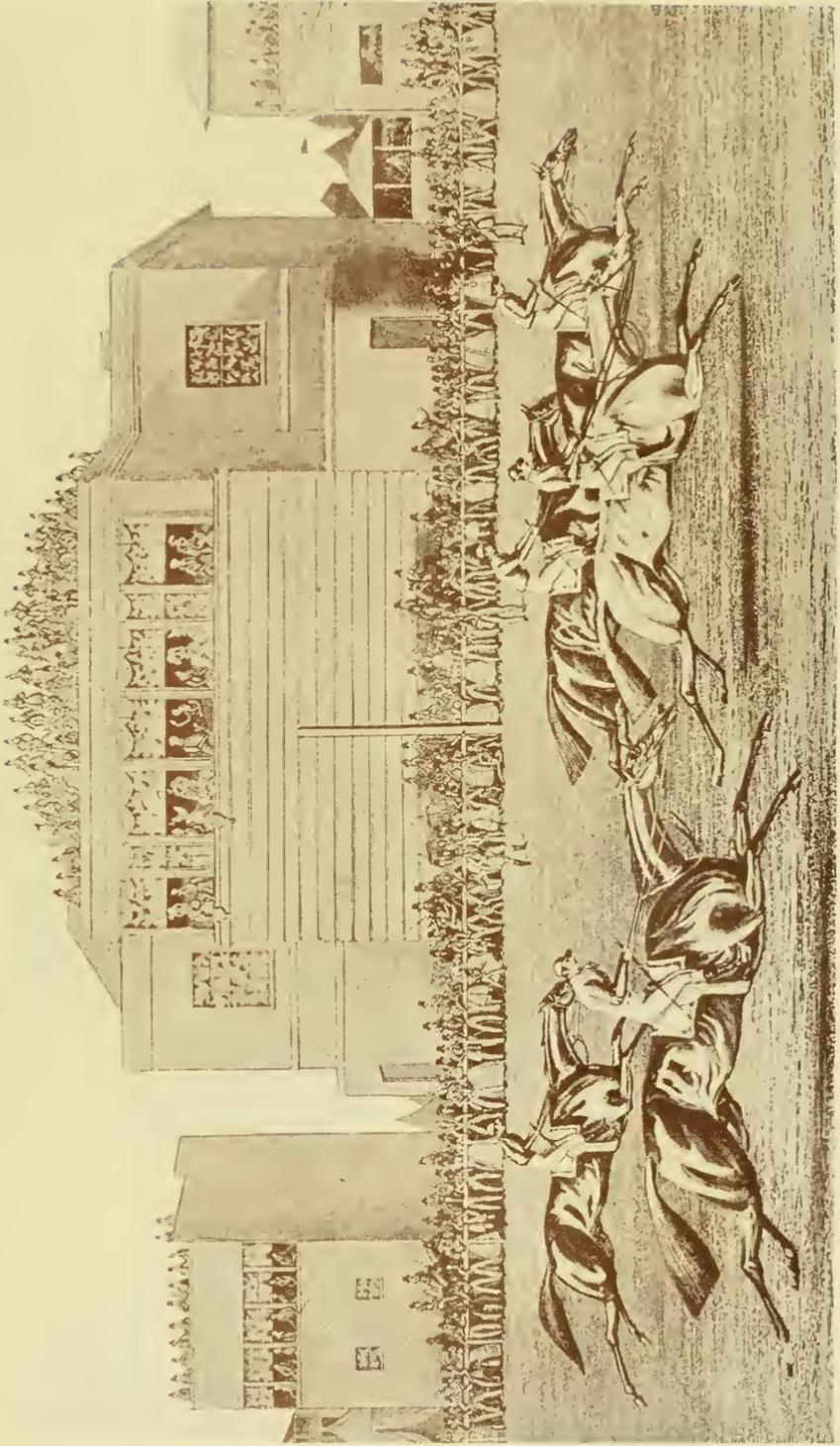
THOMAS CHALLONER was born at Manchester in 1839. While still a boy he had the good fortune to be received into the stables at Ashgill, where he enjoyed the incalculable advantage of John Osborne's counsel and instruction. He appeared in public at the age of fifteen, and rode his first winning race at Liverpool in 1855 on Mr. Buckley's Sister to Mrs. Rigby. His first year's racing was represented by the unusually brilliant record of sixteen successes out of fifty-three mounts. In 1858 he carried off the Chesterfield Cup at Goodwood for Mr. Merry, and the Royal Hunt Cup at Ascot on Hesperithusa. His ability was now generally acknowledged; and in 1861, at Doncaster, on Caller Ou, he obtained a remarkable victory in the St. Leger over Luke Snowden on Kettle drum, the odds against the

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mare being 100 to 1. At this time Mr. Naylor secured the first call on Challoner's services, and the connection proved a fortunate one for both owner and jockey. Of the five races he won at Ascot the most important was the Ascot Triennial Stakes, which he gained in 1864 on Mr. P'Anson's Blair Athol.

JOHN WELLS was born at Sutton Coldfield, Warwickshire, in 1833. He received his first lessons at Flintoff's stable, at Hednesford. Although he had previously ridden in races of minor importance, it was in the year 1848 that Wells obtained his first important chance at Northampton, when he rode Ribaldry in the Trial Stakes for Mr. Fowler. The Ascot Stakes was won by him on Lord Strathmore's Lucio. On Mr. Howard's Rataplan he won the Ascot Vase. Two years later he won the Ascot Vase for the same owner on Culston. In 1857 he secured an astonishing number of victories on Fisherman, twenty prizes falling to his share. For some years his total of winning mounts was very high (his successes at Ascot alone numbering thirty-eight), and was exceeded only by that of Fordham. He had won, at an early period of his career, almost all the great races—the Derby and St. Leger; the Ascot, Goodwood, Chester, and Doncaster Cups; the Two Thousand and Thousand Guinea Stakes; and the Ascot, Cesarewitch, Cambridgeshire, Metropolitan, and Goodwood Handicaps.

LUKE SNOWDEN was born in the neighbourhood of Scarborough in 1840. He was articled to Mr. Harry Lister at Beverley, but concluded his apprenticeship with Mr. Saxon. In November, 1853, he made his first public appearance at Shrewsbury. In 1858 he won the St. Leger on Sunbeam. He was successful in the same race in 1860,



From a Painting by J. Pollard

ASCOT GRAND STAND. THE FINISH.

for Lord Ailesbury, on St. Albans, winning in 1861 the Ascot Triennial Stakes on the same horse. Commencing at 4 st. and getting up to 7 st. 10 lb., it would be difficult to identify Luke Snowden with any particular stable; for, like his contemporary, Fordham, and his predecessor, Nat, everybody was glad to have him when his services were at liberty. Although he died in the twenty-second year of his age, he had already reached the foremost ranks of his profession, and was generally regarded as a thoroughly honest jockey of the highest talent. His death occurred on January 13th, 1862.

RALPH BULLOCK was a native of Morpeth, where he was born in 1841. Soon after having reached his tenth year he was apprenticed to Mr. Dawson, of Tupgill. He rode his first race at Harrogate in 1853 at 4 st. 12 lb. At the close of the next season little Bullock won a stake at Kelso, for Admiral Harcourt, on Ellermire; and in 1856 was in great favour as a clever light weight. He won the Stewards' Cup at Chester in 1859. His winning races for 1861 included two dead heats, one of which was very memorable. This was at Doncaster for the Cup, when, on Kettledrum, the winner of the Derby, he finished head to head with Midgley, on Brown Duchess, the Oaks winner of the same season. For years a favourite in the north, Bullock had become better known southwards during the last season of his career on Tim Whiffler, a horse with which he won the Ascot Vase and the Goodwood and Doncaster Cups. Bullock had reached the top of his profession when he was attacked with erysipelas of so malignant a character that it ended fatally on January 23rd, 1863. With great power and fine temper Bullock was a rider of unusual dash and grace, and possessed

an elegance of manner which gave a special charm to his finished horsemanship.

JOHN CHARLTON was born at Hartlepool, Durham, in the year 1829, and received his earliest lessons in riding from Robert Johnson, at Middleham. Later he was transferred, in the first place, to Armstrong, at Richmond, and secondly to John Scott, at Whitehall, where his probation ended. Somewhat unlucky in his earlier mounts, he won his first great race with Mince meat in the Oaks of 1854. Previously to this his most fortunate achievements had been with Hungerford, to whom he owed the Northamptonshire Stakes and the Doncaster Cup of the year 1853. In 1857 he carried off the Derby and Oaks on Blink Bonny, a feat which, though by no means without parallel, is yet sufficiently uncommon to be noteworthy. At Ascot his record of twelve successes includes the Vase, which he won on Leopold, and the Cup, for which he was indebted to Skirmisher.

SAMUEL ROGERS was born at Newmarket in 1818, where his father was private trainer to Lord Lowther. When only nine years old he rode Careful in a feather plate. His early masters included the Duke of Grafton, Lord Chesterfield, and Mr. Houldsworth. Epsom, Ascot, and Goodwood were his favourite courses, and the scenes of his best performances. On the death of his father, in 1854, Rogers continued his business of a trainer, and had the horses of Lord William Powlett, General Peel, Mr. H. Lowther, and others under his charge.

From 1860 to 1870 is another period prolific in what may be termed minor jockeys, a list of whom follows:— Johnson (1), Hibberd (Ascot Stakes and 4 others), W. Bottom (4), H. Grimshaw (Gold Cup and 8 other wins),

Holder (2), Hayward (1), Watkins (1), Drew (1), Perry (5), F. Adams (2), Bradley (1), Parsons (1), Lambourn (2), Deacon (1), Payne (2), Kendall (1), Midgeley (1), Nightingall (1), Mordan (4), Judd (1), Whiteley (2), Sharp (1), Murray (2), Clark (1), Carroll (4), Cameron (Gold Cup and 3 others), Peake (4), Thomas (1), Storr (1), Huxtable (5), Quince (1), Fry (1), Hammond (1), Hudson (Gold Vase, 1869), Gradwell (1), Marsh (1), Hunt (5). J. Adams' wins include the Ascot and Wokingham Stakes, the Gold Vase (1865), and the Hunt Cup.

In 1864 H. COVEY gained the Gold Cup, his successes at Ascot numbering in all thirteen. Between 1863 and 1881 MAIDMENT won nineteen races, amongst them being the Coronation, Prince of Wales', and Ascot Stakes, the Gold Cup, and Her Majesty's Guineas. MORRIS secured the Royal Hunt Cup in 1863, and, besides others, the Wokingham, Prince of Wales', and New Stakes. CUSTANCE numbers amongst his forty-one victories the Gold Cup, Gold Vase, Alexandra Plate, and Queen's Stand Plate. KENYON won in three years eight Ascot races. Of JEFFREY'S fourteen successes the Hunt Cup in 1867 is the most important. PARRY had in 1866 won it and the Trial Stakes, to which he added six other wins in later years.

Though a native of Liverpool, TOM FRENCH may be described as having been a Newmarket man, for he was reared in Golding's stable. His career was short and brilliant. He burst almost immediately from obscurity into popularity, and became a favourite of owners and the public alike. French had no superior for finish of style among his brethren, and his judgment of pace and his patience in maintaining a long struggle were equally remarkable. Among

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French's notable efforts must be remembered that of the Derby, in which he rode Kingcraft to a victory which could not be ascribed to the merits of the horse. French again won the Derby in the following year on Favonius. At Ascot he won, between the years 1860 and 1873, fifteen races, including the Wokingham Stakes on Durham in 1864, the Ascot Derby, and the Prince of Wales' Stakes. He was chiefly employed with Messrs. Dawson, who were quick to discover his merit. His early death, which occurred in September, 1873, in the thirtieth year of his age, must be largely ascribed to the injurious effects of wasting, to which he was frequently obliged to subject himself.

JOHN DALEY was born at Newmarket in 1846. His father trained for Sir Robert Clifton and a few others, and young Daley was brought up in the home stable, whence he emerged in April, 1857, to appear in the Newmarket First Spring Handicap Meeting. Lord Anglesey was Daley's first regular master. In 1860 he won the Coronation Stakes at Ascot on Allington; and in 1861 the Goodwood Stakes, for Lord Coventry, on Elcho. Daley's first grand feat was brought off in Sussex, where, in 1859, he won the Stewards' Cup, for Mr. Gratwicke, on Maid of Kent, beating a field of thirty-three, with all the crack jockeys in it. During the first period of his racing career he was greatly assisted by his light weight, an advantage which he lost as his years advanced. His excellent horsemanship, however, outbalanced any disqualification which attached to increased weight, and a Derby and an Oaks in the same week, on Hermit and Hippia respectively, placed him at the top of his profession. His successes at Ascot include

the Ascot Stakes and Queen's Plate in 1865, Her Majesty's Plate in 1867, and the Alexander Plate in 1869.

TOM CANNON was born at Eton in 1846. He rode his first race in 1860, at Plymouth, in the Saltram Handicap, his mount being a filly named Mavourneen, which fell whilst running. In the same week he rode Lord Portsmouth's My Uncle, and won the race. His talent soon attracted plenty of employers, and particularly Mr. J. Day, who afterwards became his father-in-law. Among innumerable feats of clever horsemanship may be cited his riding of Petrarch for the Ascot Cup. Few jockeys have had better luck than T. Cannon, extraordinary successions of winning mounts having fallen to him on various occasions. In his long list of Ascot victories the Gold Vase figures twice, the Coronation Stakes twice, and the Gold Cup in four consecutive years, from 1879 to 1882; while in 1880 and 1882 he also won the Ascot Derby.

In the ten years from 1870 to 1880, the chief place is taken by F. Archer, of whom an account is given below. The lesser lights of the racecourse are increasingly numerous, as will be seen from the following list:—Newhouse (7), Rowell (Gold Cup, 1870), W. Gray (4), Wheeler (4), G. Jarvis (1), Jewitt (2), Lowe (1), Busby (2), T. Jennings (1), Ashworth (1), W. Clay (1), Griffiths (2), Glover (5), Loates (1), Hopkins (3), Harding (1), Dodge (1), Morgan (1), Carver (1), Clement (1), W. Johnson (1), Kellet (1), Luke (4), J. Macdonald (1), Morgan (1). F. WEBB won the Hardwicke Stakes three times, and also the Gold Cup, Ascot Derby, Queen's Stand, and several other races. Amongst CONSTABLE'S eighteen suc-

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cesses are the Royal Hunt Cup, the Ascot Derby, the Ascot, Coronation, and St. James's Palace Stakes. Besides the Gold Vase (1872), the Alexandra Plate, Ascot Derby, Coronation, Wokingham, and St. James's Palace Stakes, fell to the lot of T. CHALONER; LEMAIRE won the Coronation Stakes twice, as well as five other races.

FREDERICK ARCHER was born January 11th, 1857, at Cheltenham. His father, William Archer, was well known as a successful cross-country rider, and won the Grand National on Little Charlie in 1858. Fred Archer's consummate horsemanship was innate, for we learn that at ten years of age he won a pony race at Bangor, and in February, 1868, he was apprenticed to Mr. Mat Dawson, of Heath House, for five years. From this association arose the future remarkable combination of Lord Falmouth, Mr. Mat Dawson, and Archer. The young jockey had to wait before a favourable occasion enabled him to make his first public appearance, which was contrived by Mat Dawson mounting Archer on his own 3-year-old mare, Honorio, for a £100 Plate. However, it was not until 1872 that he accomplished any valuable success, when he won, by four lengths, the Cesarewitch on Salvanos. This victory afforded an instance of his mastery over an intractable horse, a talent which he afterwards displayed so conspicuously in the cases of Muley Edris, Tristan, and on Peter in the Hunt Cup victory of 1881. Among his earlier influential supporters were Prince Batthyany and Lord Rosebery. The death of Tom French, in 1873, gave an opportunity for Archer's advancement at Heath House, and soon afterwards his engagement with Lord Falmouth provided him



CHAS. WOOD



JOHN WATTS



M. CANNON



F. RICKABY

with mounts on which he achieved signal victories. In 1878, one of his most brilliant years, at Ascot he won the Royal Hunt Cup and ten other races. In 1877 he won the Ascot Derby. His remarkable list of victories here include also the Gold Vase, Alexandra Plate, Orange Cup, and all the principal Stakes. From 1873 onward, his successes and engagements were so numerous that it would be tedious to recount them in detail. Archer's brief and brilliant career terminated under very melancholy circumstances in 1886, when in a state of delirium he took his own life. He rode for Lord Falmouth till 1883.

CHAS. WOOD figured many times on winning horses at Ascot, and in spite of his nine years' absence has a good record of races. He rode the winner of the Gold Cup in 1884 and 1885; Ascot Stakes, 1877, 1878, and 1898; Prince of Wales' Stakes, 1882, 1884, and 1897; Royal Hunt Cup, 1879, 1883, and 1887; Wokingham Stakes and three other races in 1897; Ascot Derby Stakes, 1898; and the Hardwicke Stakes, 1899. Tom Cringle, who won the Ascot Stakes in 1899, was trained by him.

With the year 1880 the group of jockeys best known at the present day comes into sight, surrounded by a multitude of those whose names appear but once or twice on the Ascot roll of honour, such as the following:—BRADBURY (1), BLAKE (2), BOARDMAN (1), BROCKWELL (Royal Hunt Cup, 1880), C. BOWMAN (Gold Vase and 3 others), R. CHALONER (5), CALDER (2), K. CANNON (3) CHILDS (Hunt Cup, 1901), DALTON (1), FAGAN (3), FERRÉS (1), F. FINLAY (1), C. GRAY (2), A. GILES (3), GOULD (1), HARRISON (1), HECKFORD (1), HENRY (1), HOWARD (1),

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A. JOHNSON (1), W. LANE (2), LAWRENCE (1), LIDDIARD (4), S. LOATES (Gold Vase, 1901, and 6 others), T. LOATES (3), W. McDONALD (2), MAHER (2), E. MARTIN (6), MORRELL (3), F. PRATT (1), PURKIS (3), RIGBY (1), ROSSITER (2), RUMBOLD (1), TEMPLEMAN (1), THORPE (1), TOMLINSON (2), WARNE (Gold Cup and 3 others), A. WATTS (1), E. WATKINS (Gold Cup, 1898); Alexandra Plate, 1899), T. WELDON (5), WEATHERDON (1), WETHERELL (Hunt Cup, 1899), WILTON (1), WHITE (Gold Cup, 1887); J. WOODBURN won the Hunt Cup in 1882, and six successes in following years. The Wokingham Stakes were won in 1894 and 1895 by O. MADDEN, who later carried off the Gold Vase, Alexandra Plate, and other races. In the list of twenty-five victories gained at Ascot by G. BARRETT are found the Gold Vase, Hunt Cup, Alexandra Plate, Ascot Derby, and Gold Cup; whilst F. BARRETT secured, amongst others, the Ascot Derby and Stakes, and the Alexandra Plate. The Gold Vase twice fell to R. CHALONER'S share, and the Hunt Cup also twice. In 1894 the Gold Cup was won by S. CHANDLEY, who had won the Ascot Stakes in 1889. ROBINSON'S wins seem to go in pairs, he having won the Gold Cup, Alexandra Plate, and Coronation Stakes twice each.

To the two Rieffs fifteen victories have to be credited. Of these L. RIEFF has won nine, including the Gold Vase in 1900, J. RIEFF winning the Hunt Cup in the same year. TOD SLOAN has won eight races at Ascot, including the Gold Cup and five other races at the 1900 meeting.

JOHN WATTS has come to the fore in many races at Ascot, and as the rider to victory of Persimmon in the

Derby, Doncaster St. Leger, and Jockey Club Stakes, 1896—and the Ascot Gold Cup, 1897—he is well known. Among his Ascot wins may be mentioned the Gold Cup, 1891 and 1894; Trial Stakes, Ascot Derby Stakes, and 34th New Biennial, 1897; and the Prince of Wales' Stakes and the Queen's Stand Plate, 1898.

MORNINGTON CANNON was a son of the master of Danebury, and was, therefore, among horses from his earliest years. He rode his first race in 1886 at the Kempton Park October Meeting. His winning mounts at Ascot are many, and among them—Royal Hunt Cup, 1891 and 1895; Ascot and Prince of Wales' Stakes, 1895; winning the latter again in 1896. Altogether in 1896 at Ascot he rode the winner in ten races. In 1897 his wins amounted to six, including the New Stakes, St. James' Palace Stakes, Queen's Stand Plate, and Alexandra Plate. In 1898 he won five, and among them the Coronation and New Stakes. In 1899 he rode a dead heat with Charlie Wood in the 42nd Ascot Biennial, and was also first in six other races, including the Prince of Wales' Stakes, the Ascot Derby Stakes, the Rous Memorial, and the Wokingham Stakes. In 1900 he was successful in three races, and last year in four.

F. RICKABY, although riding in a good number of races at Ascot, has not at present a great record of winning mounts there. He has ridden second many times. Some of his rides to victory were—42nd Ascot Triennial, 1896; 36th New Biennial and St. James's Palace Stakes, 1898; the Prince of Wales' Stakes and the Gold Cup, 1901.

Royal Ascot ☛

It is not necessary to explain the following roll of winners of the principal Ascot Races. The horses that have tried their powers on the Berkshire heath embrace practically all the most notable names that have figured on the Turf. For those who may wish to know something of the principal celebrities who have carried winning colours



ECLIPSE

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past the chair, the short “biographies” will prove of great interest.

In addition to the winners of the three principal races there have been many celebrated horses who have competed in either the Hardwicke, Wokingham, or Alexandra Stakes. The names are too numerous to mention, and we content ourselves with noticing a few representative horses before proceeding with the account of the Gold Cup winners.

Eclipse was a chestnut son of Marske, and was bred by H.R.H. William Duke of Cumberland, and was foaled during the great eclipse of 1764. On the death of the Duke, Eclipse was sold to Mr. Wildman for 75 guineas, and



TROCADERO

[*John C. Nimmo (Copyright)*]

subsequently became the property of Mr. Dennis O'Kelly. He was by far the swiftest horse of his time, and was never beaten.

Prior to the institution of the Gold Cup, His Majesty's Plate of 100 guineas was the principal event in the Ascot programme. Amongst winners of this prize, the brown

Royal Ascot

gelding, Heathcropper, by Mercury, was famous. For this race in 1792 he carried Lord Belfast's colours triumphantly, coming in first in both of the 4-mile heats, carrying 12 stone.

The Alexandra Plate, which was first run in 1864, has produced some good contests. Trocadero, a chestnut colt by Monarque out of Antonia, and bred in France in 1864, the property of Count F. de Lagrange, won an exciting race with Siderolite in 1870.

Ormonde, a bay son of Bend Or out of Lily Agnes, was foaled in 1883. He won the Derby, the Two Thousand Guineas, and the Hardwicke Stakes in 1886, but as a 4-year-old Ormonde gained his greatest triumphs when, at



ORMONDE

[*John C. Nimmo (Copyright)*]



HEATHCROPPER
Winner of the King's Plate for Hunters at Ascot, 1792



GALTEE MORE

[Parker & Percy (Copyright)]

Ascot in 1887, he beat Kilwarlin (the St. Leger winner) by six lengths in the Rous Memorial Stakes, and on the following day met with Minting and Bendigo for the Hardwicke Stakes. After a close race Ormonde won by a neck amidst great enthusiasm. He was soon after sold for £12,000, and shipped to Buenos Ayres, and was eventually sold again to the United States for £30,000.

Galtee More, the property of Mr. Gubbins, a bay colt by Kendal out of Morganette, was the winner of the Derby and Two Thousand Guineas in 1897, and at Ascot in the same year won the Prince of Wales' Stakes.

The Gold Cup, instituted in 1807, has been run for annually, except from 1845 to 1854, when it was replaced by the Emperor's Plate. It has been won twice by only

Royal Ascot

seven horses, the last being Isonomy, who was successful in 1879 and 1880.

The Gold Vase was first run for in 1838, and of the sixty winners eight were also winners of the Gold Cup. St. Francis, the Gold Cup winner in 1840, has the extra distinction of being the only horse that has successfully

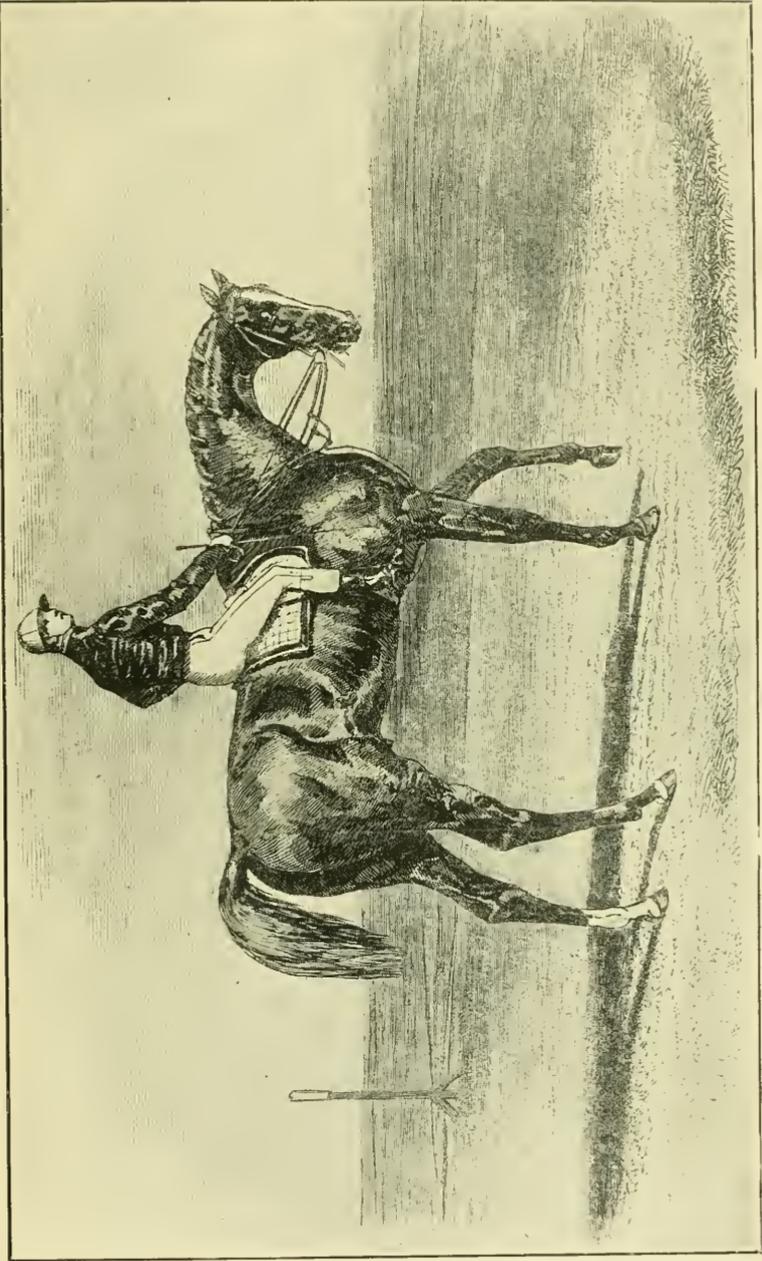


TOUCHSTONE

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contested the race for the Vase two years in succession. In 1899 the continuity of the record was broken, for "The Gold Vase did not fill," but has since found its place in the Ascot programme.

The Royal Hunt Cup is always a popular race, and forms the principal attraction in the second day's racing, and since its foundation in 1843, has usually produced large fields.



WOOLWICH

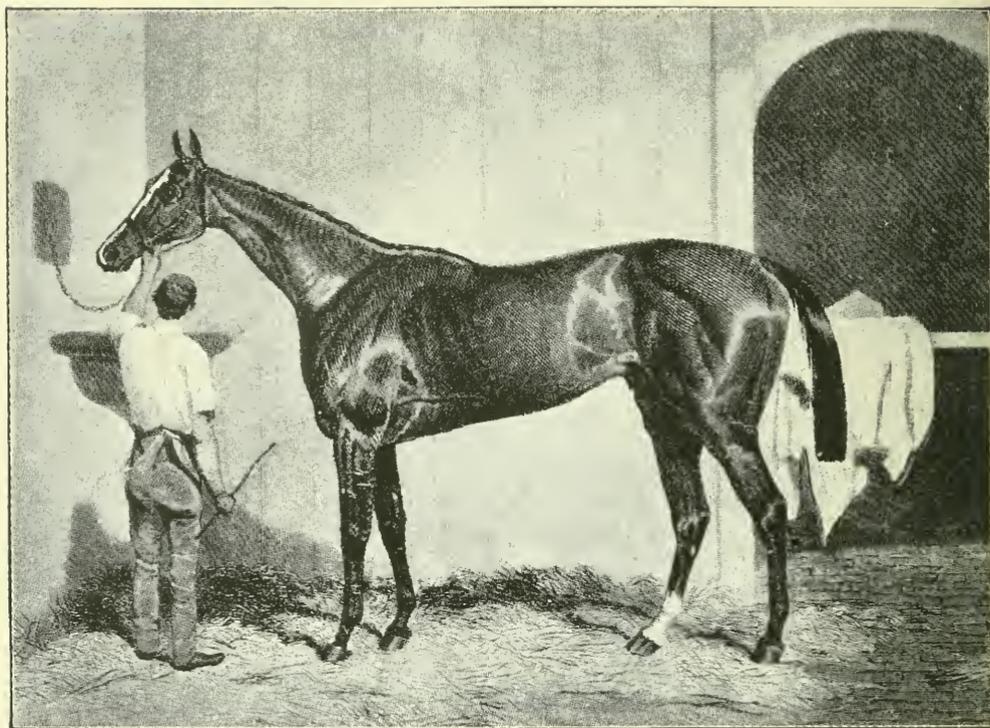


THE FLYING DUTCHMAN

[John C. Nimmo (Copyright)]

WINNERS OF THE GOLD CUP

- 1807.—Master Jackey, by Johnny, out of Seedling, and foaled in 1804, was the property of Mr. Durand.
- 1808.—Brighton, by Gohanna, out of a Trentham mare, was foaled in 1804, and became the property of Mr. Fermor.
- 1809.—Anderida, by Gohanna, out of Lazy, foaled in 1805, became the property of General Gower.
- 1810.—Loiterer, by Sorcerer, out of a Sir Peter mare, was the property of Lord Lowther.
- 1811.—Small-hopes, by Hambletonian, out of Sophia, foaled in 1806, was the property of Mr. Ashmole, but, being disqualified, the Cup went to Janette, by King Bladud, out of Drug, the property of Mr. Fulwar Craven.



WEST AUSTRALIAN

1812.—Flash, by Sir Oliver, out of Harriet, foaled in 1809, was the property of Lord Lowther.

1813.—Lutzen, by Firelock, out of Arethusa, was the property of Mr. Trevanion.

1814.—Pranks was a b. f. foaled in 1809, and bred by Mr. Batson, got by Hyperion out of Frisky.

1815.—Aladdin was a chestnut horse, by Giles out of a Walnut mare, and the property of the Duke of York.

1816.—Anticipation, a chestnut son of Hambletonian and Hyale, was bred by Mr. Thomas Thornhill, of



FISHERMAN

Riddlesworth, in 1812, and sold in 1817 to Mr. Goddard, and subsequently purchased in 1819 by Mr. Lechmere. Also won Gold Cup, 1819.

1817.—Sir Richard, a brown colt, by Dick Andrews out of Pea Blossom, was the property of Mr. Blake.

1818.—Belville, a bay gelding, by Orville out of a Precipitate mare, was the property of Lord Darlington.

1819.—Anticipation (see Gold Cup, 1816).

1820.—Champignon, a brown colt, by Truffle out of Maria, was the property of Mr. Fraser. Also won Oatlands Stakes same year.

1821.—This year the Gold Cup was walked over for by Banker, a bay son of Smolensko and Quail, bred by the Duke of York in 1816. In 1819 he w. o. for the Swinley Stakes, and also won a sweepstake value 60 gns.

Royal Ascot ♡

1822.—Sir Huldibrand, a brown colt, by Octavius out of Young Pitshill, was the property of Mr. Ramsbottom.

1823.—Marcellus, by Selim out of Briseis, was the property of Lord Darlington.

1824.—Bizarre, a brown colt, by Orville out of Bizarre, was bred by Lord G. H. Cavendish in 1820.



RUPEE

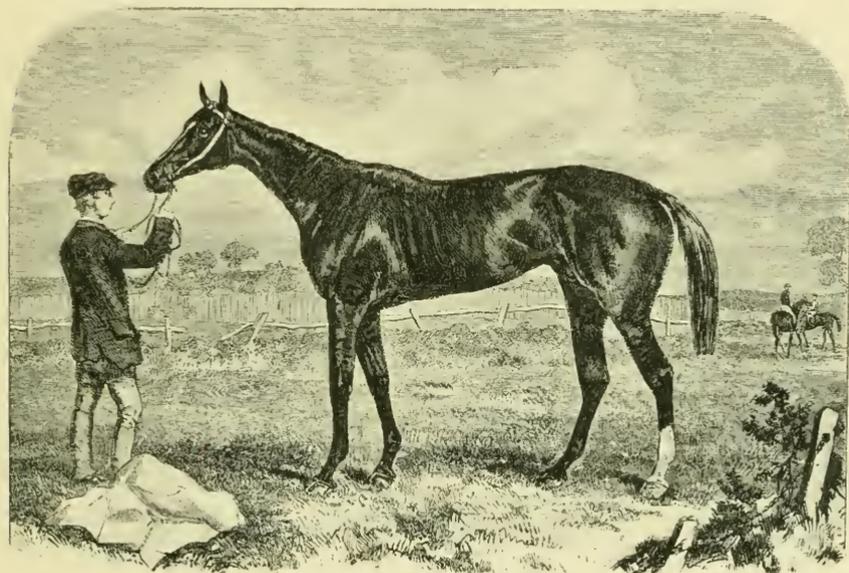
Also won the Oatlands in 1824, and the Gold Cup, 1825.

1825.—Bizarre (see Gold Cup, 1824).

1826.—Chateau-Margaux, a brown son of Whalebone and Wasp, was bred by the Earl of Egremont in 1822, and became the property of Mr. Wyndham. Also won King's Plate 1826, 1827, and 1828.

1827.—Memnon, a bay son of Whisker and Manuella,

was bred by Mr. Richard Watt in 1822, and became in 1825 the property of Lord Darlington.
 1828.—Bobadilla, a brown filly, by Bobadil out of Pythoness, was the property in turn of Sir R. K. Dick, Mr. Molony, and Lord Sefton.
 1829.—Zinganee, a bay colt, by Tramp out of Folly, was bred by the Marquis of Exeter in 1825, and



THORMANBY

in 1827 became the property of Mr. W. Chifney. In 1829, before the Cup was run for, Lord Chesterfield bought Zinganee. Also won the Oatlands Stakes, 1829. Died in 1841, aged 16.
 1830.—Lucetta, a brown filly, was a daughter of Reveller and Luss, and was bred by Mr. S. Batson in 1826, being sold in 1828 to Sir Mark Wood, Bart.

Royal Ascot ♣

- 1831.—Cetus, a bay colt, by Whalebone out of Lamia, and foaled in 1827, was the property of Mr. J. Dilly, being sold in 1829 to Sir M. Wood.
- 1832.—Camarine, a chestnut filly by Juniper out of a Rubens mare, was bred by Lord Berners in 1828, and subsequently became the property of Sir M. Wood.
- 1833.—Galata, a brown filly by Sultan out of Advance, was bred by the Marquis of Exeter in 1829. Also won, 1832, Windsor Forest Stakes.
- 1834.—Glaucus, a chestnut son of Partisan and Nanine, was bred by General Grosvenor in 1830, and sold in 1832 to Mr. Ridsdale, afterwards passing into the hands of Lord Chesterfield. In 1834, also won the Eclipse Foot.
- 1835.—Glencoe, a chestnut colt by Sultan out of Trampoline, was bred by the Earl of Jersey in 1831, and died August, 1857, aged 26. In 1834, w. o. for the Royal Stakes.
- 1836.—Touchstone was a bay colt by Camel out of Banter, and was bred by the Marquis of Westminster in 1831. He was considered the premier sire in England, and died early in 1861, aged 30. Also won the Gold Cup, 1837.
- 1837.—Touchstone (see Gold Cup, 1836).
- 1838.—Grey Momus, a grey colt by Comus out of a Cervantes mare, was foaled in 1835, and bred by Sir M. Sykes, who sold him to Lord George Bentinck.
- 1839.—Caravan, a bay colt by Camel out of Wings, was bred in 1834 by Lord Stradbroke, and was the

property in succession of Lord Suffield, Captain Berkeley, and Mr. Isaac Day.

1840.—St. Francis, a bay son of St. Patrick and Surprise, was the property of Mr. Pettit. Also won, 1840 and 1842, Queen's Vase; 1839, Queen's Plate.

1841.—Lanercost, a brown colt by Liverpool out of Otis, was foaled in 1835, and became the property of



ASTEROID

Mr. Parkin, and in 1838 that of Mr. Ramsay, being trained by Tom Dawson.

1842.—Bee's Wing, a bay filly by Dr. Syntax, out of a mare by Ardrossan, was bred in 1833 by Mr. William Orde, whose property she was.

1843.—Ralph, a chestnut colt by Dr. Syntax, out of a Catton mare, was foaled in 1838. It is recorded he was poisoned before running for the Cup,

which, however, he managed to win. He was the property of Lord Albemarle.

1844.—The Emperor, a chestnut colt by Defence out of a Reveller mare, was foaled in 1841. The Emperor's Plate, 1845 (which he won), was his last race. He was the property of Lord Albemarle. Died in 1851, in France, aged 10.

The result of the visit to Ascot of the Emperor Nicholas I., of Russia, in 1844, was that he presented a £500 Plate, to be raced for annually, and to be known as the Emperor's Plate, in place of the Gold Cup.

1845.—The Emperor (see Gold Cup, 1844).

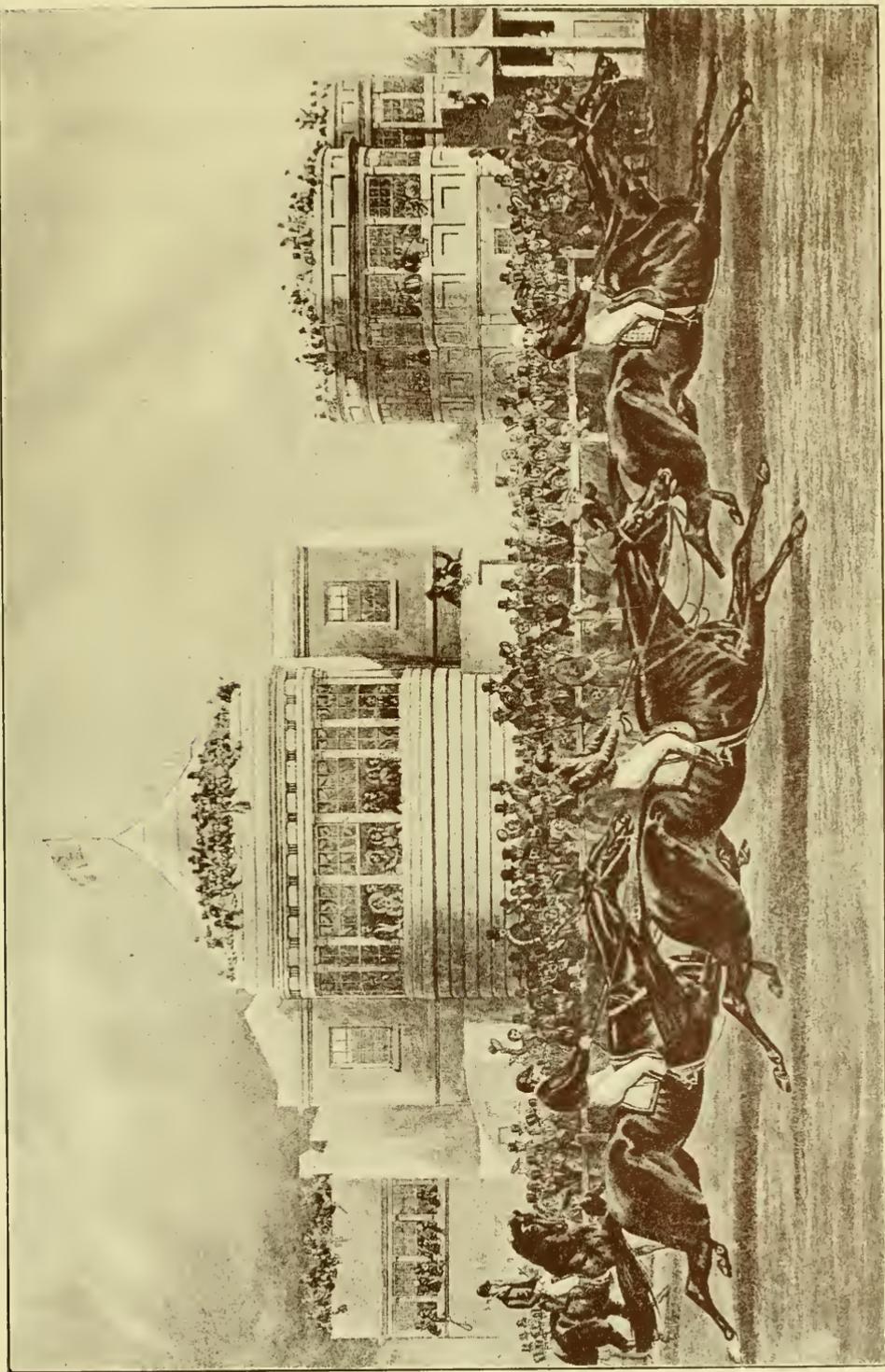
1846.—Alarm, a bay son of Venison and Southdown, was foaled in 1842, being the property of Captain Delmé, who sold him after the Champagne Stakes at Bibury in 1844, to Mr. C. C. Greville. Died 1862, aged 20.

1847.—The Hero, a chestnut colt by Chesterfield out of Grace Darling, was bred in 1843 by Mr. H. Allen, and sold to Mr. John Day, who in turn sold him to Mr. J. Powney in 1848. Also won, 1847, Queen's Gold Vase, and Emperor's Plate, 1848.

1848.—The Hero (see 1847).

1849.—Van Tromp, a brown son of Lanercost and Barbelle, was bred by Mr. H. Vansittart in 1844, and was the property respectively of Lord Eglinton and of Mr. Kirby, being finally sent to Russia.

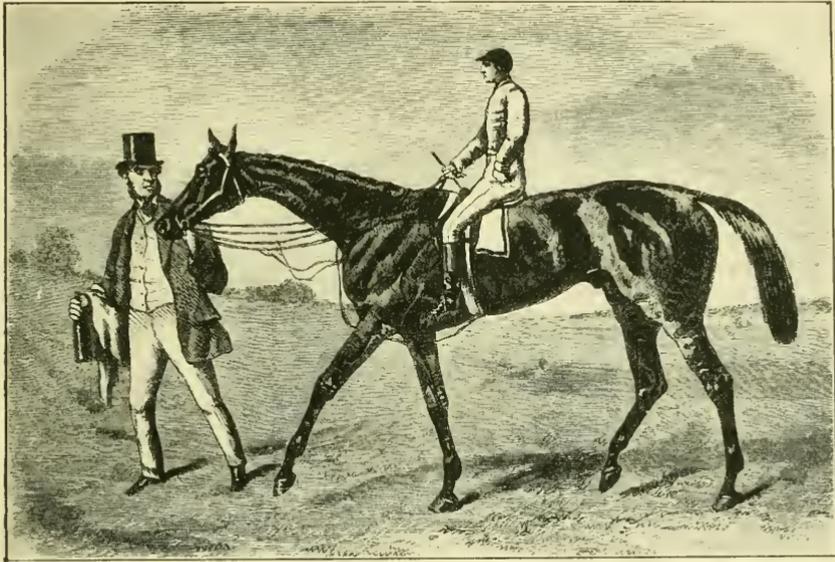
1850.—Flying Dutchman, a brown son of Bay Middleton and Barbelle, was foaled in 1846, bred by Mr. H. Vansittart, and sold to Lord Eglinton.



THE RACE FOR THE EMPEROR'S PLATE, 1845. Alice Hawthorn - Faugh a Ballagh - The Emperor

1851.—Woolwich, a chestnut son of Chatham and Clementina, was foaled in 1846, and bred by Mr. W. Wyatt, and was the property in turn of Mr. F. Nicoll and Mr. Campbell.

1852.—Joe Miller, a bay son of Venison and Witticism, was foaled in 1849, and bred by Mr. Sadler,



BUCKSTONE

being sold to Mr. Farrance, who sold him in 1852 to Mr. Parker.

1853.—Teddington, a chestnut colt by Orlando, out of Miss Twickenham, was foaled in 1848, his breeder being Mr. Tomlinson. He was sold first to Sir J. Hawley, Bart., and afterwards to Mr. J. M. Stanley.

When the war between England and Russia broke out in 1854, the Emperor's Plate was no longer raced for at



LECTURER

Ascot, and the Gold Cup was restored to its place as the principal race.

1854.—West Australian, a bay colt by Melbourne out of Mowerina, was bred by Mr. John Bowes in 1850, and sold to Lord Londesborough in 1854. Also won Triennial Stakes, 1854.

1855.—Fandango, a bay colt by Barnton out of Castanette, was bred in 1852 by the Earl of Zetland, his owner.

1856.—Winkfield, a bay son of Alarm and a St. Nicholas mare (sister to Gasparoni), was foaled in 1851, and bred by Sir. F. Peacocke, afterwards becoming the property of Mr. S. Walker.

1857.—Skirmisher, by Voltigeur out of a mare by Gardham, was foaled in 1854, bred by Lord Scarborough,



ELY

and sold to the Earl of Zetland. Died in 1872, aged 18.

1858.—Fisherman, a brown son of Heron and Mainbrace, was foaled in 1853, being the property of Mr. W. S. Halford, and subsequently belonged to Mr. Parr, Mr. J. Starkey, and Mr. F. Higgins. Also won Queen's Vase, 1856; Gold Cup and Queen's Plate, 1859.

1859.—Fisherman (see Gold Cup, 1858).

1860.—Rupée, a brown filly by The Nabob out of Bravery, was foaled in 1857, and bred by Mr. W. Blake. She became the property in turn of Mr. Hamilton and Lord Stamford. Also won 1859 the New Stakes, and 1860 the Ascot Biennial Stakes.

1861.—Thormanby, a chestnut colt by Melbourne or

Windhound out of Alice Hawthorn, was foaled in 1857, and bred by Mr. B. Plummer. He became the property of Mr. J. Merry, and was trained by Matthew Dawson. In 1859, he won the 2nd Ascot Biennial and died in 1875, aged 18.

1862.—Asteroid, a bay colt by Stockwell out of Teetotum, was bred by the Duke of Bedford in 1858, and subsequently sold to Sir J. Hawley, Bart.

1863.—Buckstone, a bay colt by Voltigeur out of Burlesque, was foaled in France 1859. He was bred by, and the property of, Mr. Merry. Also won 1861 Queen's Stand Plate.

1864.—Scottish Chief, a bay colt by Lord of the Isles out of Miss Ann, was foaled in 1861, and bred by Mr. Merry. His trainer was Matthew Dawson. He won the New Biennial in 1863.

1865.—Ely, a bay colt by Kingston out of The Bloomer, was foaled in 1861, and bred by Mr. W. S. Cartwright. Also won 1864 the Prince of Wales' Stakes, and 1865 the Ascot Triennial. He died at the age of 16.

1866.—Gladiateur, a bay son of Monarque and Miss Gladiator, was foaled in 1862, and bred by Count Lagrange in France. Won the Gold Cup by forty lengths. Died in 1876, aged 14.

1867.—Lecturer, a bay colt, by Colsterdale out of Algebra, was foaled in 1863, and bred by Sir Tatton Sykes. He was sold to the Marquis of Hastings.

1868.—Blue Gown, a bay colt, by Beadsman out of Bas Bleu, was bred by Sir J. Hawley in 1865. Also won 1867 Fernhill Stakes. Died in 1880.

1869.—Brigantine, a bay filly, by Buccaneer out of Lady Macdonald, was bred in 1866 by Mr. Cookson, who sold him to Sir F. Johnstone.

1870.—Sabinus, a bay gelding, by Newminster out of Vesta, was bred in 1867 by the Rawcliffe Company, and became the property of Mr. J. G. Hessey.



GLADIATEUR

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1871.—Mortemer, a bay son of Compiègne and Comtesse, was foaled in 1865 at Dangu, and in 1870 became the property of M. Lefèvre.

1872.—Henry, a bay colt, by Monarque out of Miss Ion, and bred in France. Was the property of M. Lefèvre.

Royal Ascot

- 1873.—Cremorne, a bay son of Parmesan and Rigolboche, was bred by, and the property of, Mr. Savile in 1869. Also won in 1871 a Biennial and a Triennial, and in 1873 the Alexandra Plate.
- 1874.—Boiard, a brown son of Vermout and La Bossue, was foaled in 1870. The property of M. Delamarre.
- 1875.—Doncaster, a chestnut colt, by Stockwell out of Marigold, was bred by Sir T. Sykes in 1870 and sold to Mr. Merry. Also won the Alexandra Plate in 1875.
- 1876.—Apology, a chestnut filly, by Adventurer out of



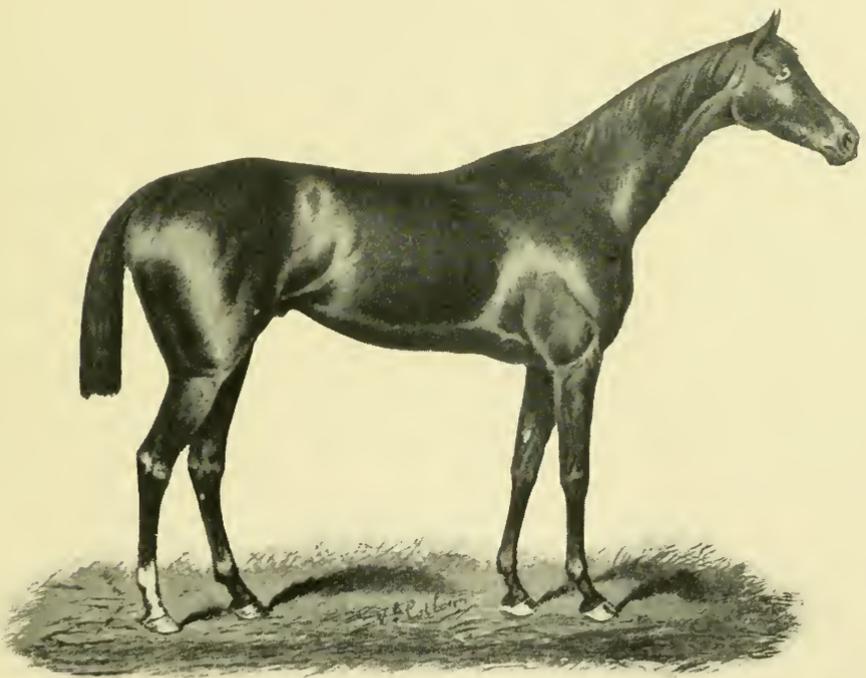
SCOTTISH CHIEF

[John C. Nimmo (Copyright)]

Mandragora, was bred by Mr. Launde in 1871. Also won in 1874 the Coronation Stakes.

1877.—Petrarch, bay son of Lord Clifden and Laura, was foaled in 1873, bred by Mr. Gosden, and trained by William Goater. Also won 1876 the Prince of Wales' Stakes, and 1878 the Rous Memorial Stakes.

1878.—Verneuil, a chestnut son of Mortemer and Regalia, was foaled at Neauphles, 1874 (being the property of Count Lagrange), and trained by Tom Jennings, of Newmarket. Also 1878 won the Gold Vase and the Alexandra Plate.



MORTEMER

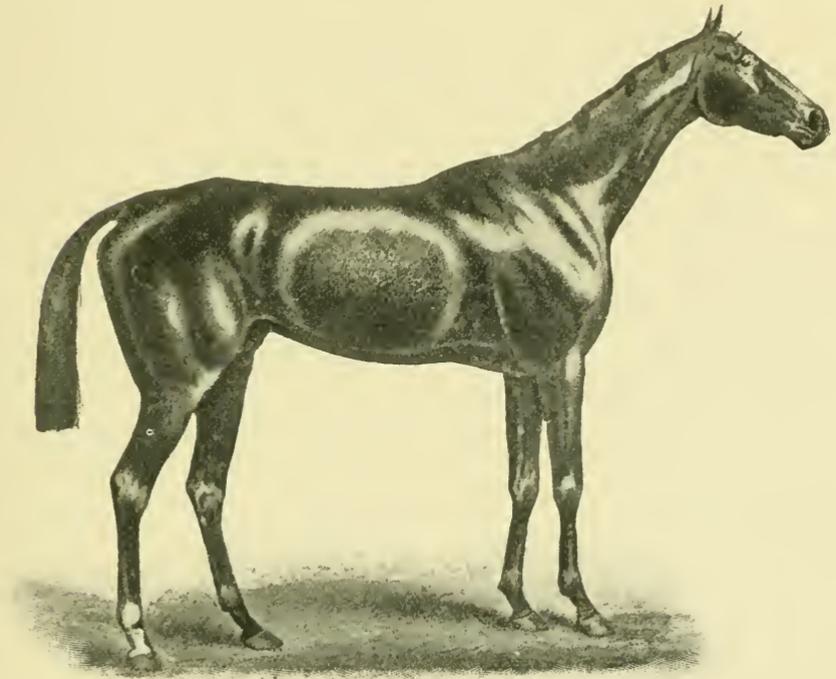
[John C. Nimmo (Copyright)]

Royal Ascot

- 1879.—Isonomy, a bay son of Sterling and Isola Bella, was foaled in 1875, sold to Mr. Gretton and trained by John Porter. In 1879 won also the Ascot Gold Vase, and in 1880 the Gold Cup. Died in 1891, aged 16.
- 1880.—Isonomy (see Gold Cup, 1879).
- 1881.—Robert the Devil, a bay son of Bertram and Cast-off, was foaled in 1877, the property of Mr C. Brewer. Also won 1881 the Alexandra Plate. Died in 1889, aged 12.
- 1882.—Foxhall, a bay son of King Alfonso and Jamaica, was bred in 1878 in America, and was the property of Mr. Keene.
- 1883.—Tristan, a dark chestnut son of Hermit and Thrift, was foaled in 1878, and sold to M. Lefèvre, who sent him to Tom Jennings. Won the Gold Vase and the New Biennial in 1882, and the Hardwicke Stakes in 1882, 1883, and 1884. Died in 1894, aged 16, in Hungary.
- 1884.—St. Simon, a brown son of Galopin and St. Angela, was bred by Prince Batthyany in 1881, and on his death was sold to the Duke of Portland.
- 1885.—St. Gatien, a bay son of The Rover and Crinon, was foaled in 1881, and was the property of Mr. J. Hammond. Also won the Ascot Gold Vase, 1884, the Alexandra Plate, 1885, and the Rous Memorial, 1886.
- 1886.—Althorp, a bay colt by Tibthorpe out of Bide-a-wee, was the property of Baron de Hirsch. Also won Ascot Stakes, 1885.

1887.—Bird of Freedom, a bay colt by Thuringian Prince out of Vitula, was the property of Mr. D. Baird. Also won Queen's Vase, 1886.

1888.—Timothy, was a chestnut colt by Hermit out of Lady Marsham, and the property of Mr. H. McCalmont. Also won Alexandra Plate, 1888.



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BOIARD

1889.—Trayles, a chestnut son of Restless and Miss Mabel, was the property of Mr. W. De La Rue. Also won Alexandra Plate, 1889.

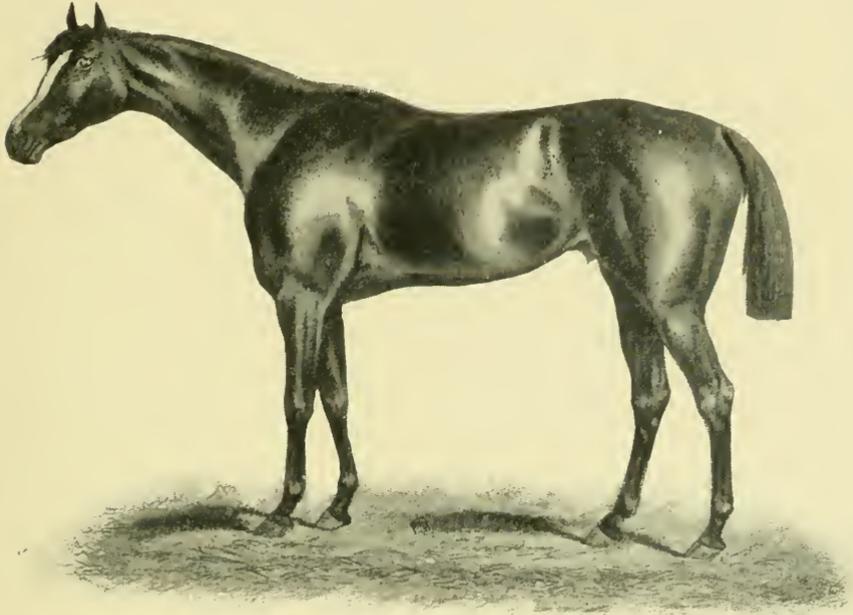
1890.—Gold, a chestnut son of Sterling and Lucetta, was the property of Prince Soltykoff.

Royal Ascot

- 1891.—Morion, a brown son of Barcaldine and Chaplet, was bred in 1887 by the Duke of Devonshire. Also won the Hunt Cup, 1890.
- 1892.—Buccaneer, a bay colt by Privateer out of Primula, was the property of Lord Rosslyn.
- 1893.—Marcion, a chestnut colt by Royal Hampton out of Emmeline Marcia, was the property of Mr. R. C. Vyner.
- 1894.—La Flèche, a brown filly by St. Simon, and bred at Hampton Court, 1889, was sold to Baron de Hirsch in 1890.
- 1895.—Isinglass, a bay son of Isonomy and Deadlock, was bred by, and the property of, Mr. McCalmont in 1890. Won the New Stakes, 1892. Winner also of the Derby and St. Leger.
- 1896.—Love Wisely, a chestnut colt by Wisdom out of Lovelorn, was bred by Mr. A. Hoole, and trained by Messrs. Taylor, and became the property of Mr. H. Bass.
- 1897.—Persimmon, a bay son of St. Simon and Perdita II., foaled in 1893, and was bred by, and the property of, His Majesty. Won the Coventry Stakes in 1895, when he commenced his career.
- 1898.—Elf II., a chestnut horse by Upas out of Analogy, was bred and trained in France, being the property of M. J. de Bremond.
- 1899.—Cyllene, a chestnut son of Bona Vista and Arcadia, bred by, and the property of, Mr. C. D. Rose, was trained by Mr. Jarvis.
- 1900.—Merman, a chestnut son of Grand Flâneur and Seaweed, was bred in Australia in 1892, and is

the property of Mrs. Langtry. Trained by W. Robinson.

1901.—Santoi, a bay colt by Queen's Birthday out of Merry Wife, was foaled in 1898. Trained by Davis, and the property of Mr. George Edwardes.



DONCASTER

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GOLD VASE WINNERS

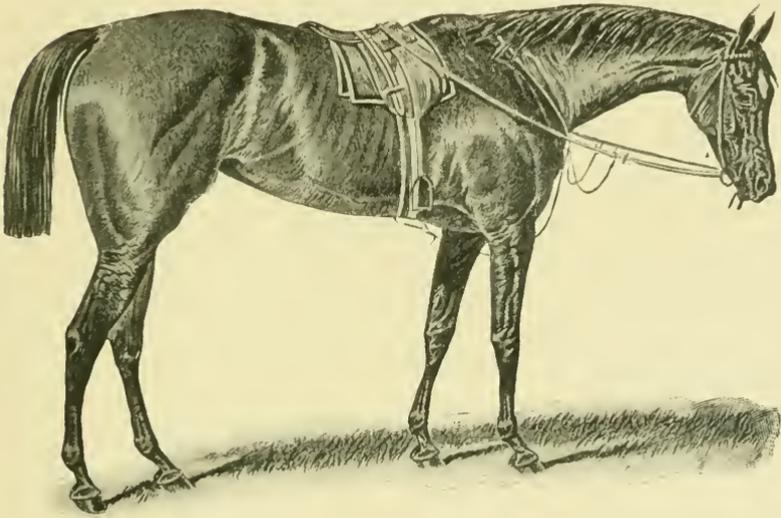
1838.—Mecca, a chestnut filly by Sultan out of Miss Cantley and foaled in 1835, was bred by, and the property of, Lord Exeter.

1839.—Mendizabal was a chestnut colt by Merlin or Merchant out of Misnomer's dam, and the property of Mr. Thornhill.

Royal Ascot

- 1840.—St. Francis (see Gold Cup, 1840, and Gold Vase, 1842).
- 1841.—Satirist, a bay son of Pantaloon and Sarcasm, was the property of Lord Westminster.
- 1842.—St. Francis (see Gold Vase and Gold Cup, 1840).
- 1843.—Gorhambury was a bay colt by Buzzard, and the property of Colonel Charretie.
- 1844.—Alice Hawthorn, a bay daughter of Muley Moloch and Rebecca, was bred by Mr. Plummer in 1838 and was sold to Mr. Salvin.
- 1845.—Sweetmeat, a brown son of Gladiator and Lollypop, was foaled in 1842, and was the property of Mr. A. W. Hill. Also walked over for the Swinley Stakes, 1845.
- 1846.—Grimston, a chestnut colt by Verulam out of Morsel, was bred by Mr. A. Johnstone in 1843, and afterwards became the property of Mr. T. Dawson, who subsequently sold him.
- 1847.—The Hero (see Emperor's Plate, 1847).
- 1848.—Gardenia, a chestnut filly by Beiram out of Datura and foaled in 1845, was bred by, and the property of, Lord Exeter.
- 1849.—Glenalvon (afterwards called Warrener), a bay colt by Coronation out of Glenlui, was bred by Mr. Mostyn in 1846. He became first the property of Mr. F. Clarke, and afterwards that of Lord Exeter, from whose stables he passed, being re-named Warrener.
- 1850.—Mildew, a chestnut colt by Slane out of Semiseria, was the property of Mr. Jaques. He was shot at the age of 22, in September, 1869.

- 1851.—Cariboo, a bay colt by Venison out of Jamaica, was foaled in 1847, being the property of Mr. Greville. Also won in 1849 a Sweepstakes; 1850, half the Windsor Stakes and a Sweepstakes.
- 1852.—Leopold, a chestnut colt by Phlegon out of Marinella, was bred by Lord Exeter in 1849, who sold him to Baron Rothschild.



APOLOGY

[From an old print

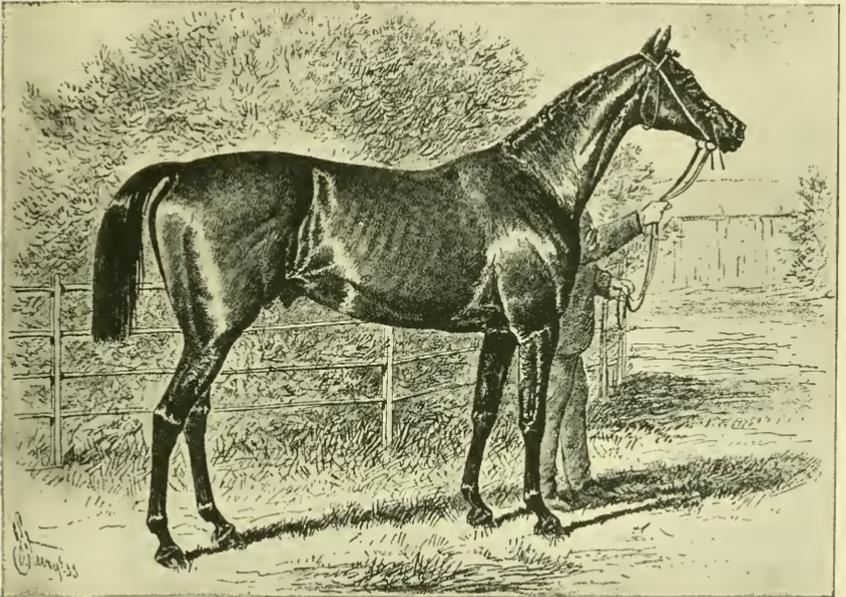
- 1853.—Rataplan, a chestnut colt by The Baron out of Pocahontas, was foaled in 1850, the very day his owner, Mr. Theobald, died. He was sold by Mr. Thellusson to Mr. T. Parr in October, 1853; 1854, won Her Majesty's Plate of 100 guineas. In 1855 he was brought back by Mr. Thellusson. He was shot in 1874, aged 23.

Royal Ascot ♣

- 1854.—Hermit, a bay colt by Bay Middleton out of Jenny Lind, foaled in 1851, was the property of Mr. Gully.
- 1855.—Oulston, a bay colt by Melbourne out of Alice Hawthorn, foaled in 1852, was bred by Mr. B. Plummer. He became the property of Mr. Howard.
- 1856.—Fisherman, a brown colt by Heron out of Mainbrace (see Gold Cup, 1858 and 1859).
- 1857.—Arsenal, a brown son of Robert de Gorham out of Woolwich's dam, was bred in 1854 by Mr. W. Wyatt, and became the property of Mr. Howard.
- 1858.—Sedbury, a bay colt by Sweetmeat or the Cure out of Themis, foaled in 1855, was bred by Mr. J. Newton, and became the property of Mr. Howard.
- 1859.—Schism was a bay filly by Surplice out of Latitude, foaled in 1856 and bred by Lord Clifden, and became the property of Mr. W. Day, who subsequently sold her.
- 1860.—Horror, a brown colt by Wild Dayrell out of Sally, was bred by Mr. J. Eyke in 1857, and became the property of Captain Christie.
- 1861.—Parmesan was the son of Sweetmeat and Gruyere, was foaled in 1857, the property of Mr. H. Phillips. He became the property of Mr. Savile. Died in 1877, aged 20.
- 1862.—Tim Whiffler, a brown son of Van Galen and Sybil, was bred by Mr. Fobert in 1859, becoming in 1861 the property of Mr. J. Jackson. Also won in 1863 the Royal Stand Plate.

1863.—Adventurer, a bay colt by Newminster out of Palma, was foaled in 1859, and bred by Mr. Brigham. He was afterwards sold to Mr. G. Crook.

1864.—Young Rapid, a chestnut colt by Costerdale out of Naughty Boy's dam, was bred by Sir T. Sykes



ISONOMY

in 1861, and became the property of Mr. W. G. Craven.

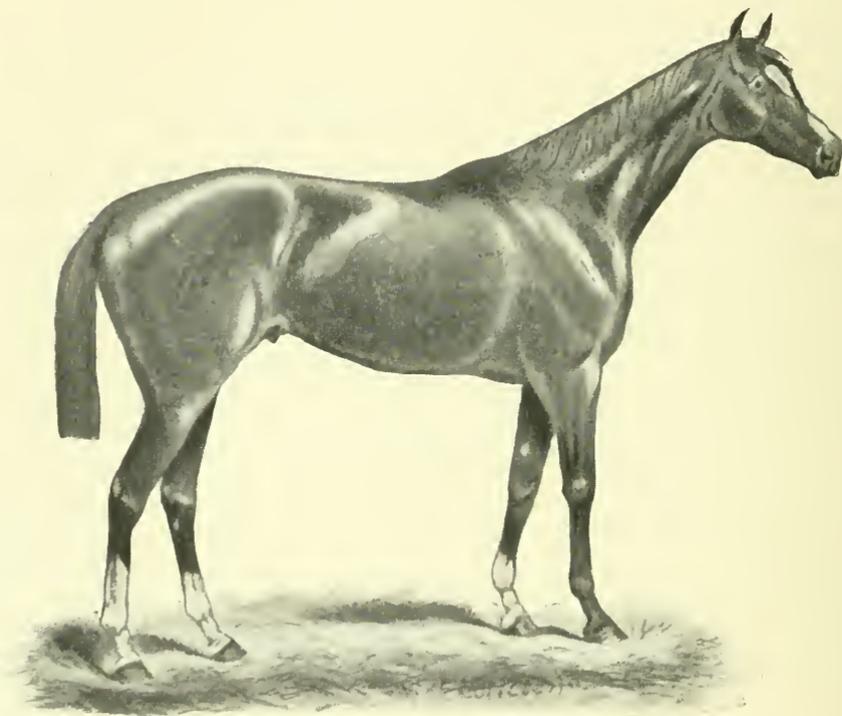
1865.—Eltham, a chestnut colt by Marsyas out of Butterfly, was bred by Mr. Blenkiron in 1862. He subsequently became the property of Mr. W. Robinson.

1866.—Elland was a bay colt by Rataplan out of Ellermire, bred by Colonel Townley in 1862, and sold to Mr. R. Sutton.

Royal Ascot ♀

1867.—Mail Train, a chestnut son of Grosvenor and Celerity, was foaled in 1861, bred by Mr. J. Parker, and sold to Sir F. Johnstone.

1868.—Blinkhoolie, a bay colt by Rataplan out of Queen



VERNEUIL

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Mary, foaled in 1864, and bred by Mr. W. I'Anson, became the property of Mr. Chaplin.

1869.—Thorwaldsen was a chestnut colt by Thormanby out of Lady Ripon, bred by, and the property of, Mr. J. Johnstone in 1866.

1870.—Siderolite, a bay son of Asteroid and Aphrodite,

was bred by, and the property of, Sir J. Hawley in 1866.

1871.—Christopher Sly, a bay colt by Le Maréchal out of Meg o' Marley, was foaled in 1868, the property of Mr. Sharpe. He was sold to Mr. Johnstone.



PETRARCH

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1872.—Albert Victor, a chestnut son of Marsyas and the Princess of Wales, was bred in 1868 by Mr. Cartwright, whose property he was.

1873.—Thorn, a chestnut colt by King of Trumps out of Lady Alice Hawthorn, was bred in 1870 by Mr. Eastwood, being sold to Mr. R. N. Batt.

Royal Ascot ♣

- 1874.—Organist, a bay colt by Cathedral out of Gaily, was bred by Mr. J. Ridley in 1871. He became the property of Mr. R. C. Vyner. Also won the Ascot Stakes, 1875.
- 1875.—Marie Stuart, by Scottish Chief out of Morgan la Faye, was bred in 1870 by Mr. Merry. Won the Coronation Stakes, 1873, and the New Stakes, 1872, at Ascot, and also the Oaks and St. Leger.
- 1876.—Thunder, a bay son of Thunderbolt and Violante, was bred in 1870 by Mr. C. Alexander. He was afterwards sold to Mr. Vyner. Died in 1878, aged 8.
- 1877.—Skylark, a bay son of King Tom and Wheatear, was bred by, and the property of, Lord Falmouth in 1873.
- 1878.—Verneuil (see Gold Cup, 1878).
- 1879.—Isonomy (see Gold Cup, 1879).
- 1880.—Chippendale, a brown colt by Rococo out of Adversity, was bred by Mr. T. Dawson in 1876, and became the property of Lord Bradford. Also won the Hardwicke Stakes, 1879. Died in 1893, aged 17.
- 1881.—Ambassadress, a bay filly by Queen's Messenger out of Pretence, was bred by, and the property of, Lord Falmouth in 1877.
- 1882.—Tristan (see Gold Cup, 1883).
- 1883.—Border Minstrel was a chestnut colt by Tynedale out of Glee, and the property of Mr. Johnstone.
- 1884.—St. Gatien (see Gold Cup, 1885).
- 1885.—Thebais, a chestnut mare by Hermit out of Devotion, was at this time the property of Mr. Manton.

1886.—Bird of Freedom (see Gold Cup, 1887).

1887.—Quilp was the son of Arbitrator and Sally Brass, and the property of Mr. Abington.

1888.—Exmoor, a bay son of Vestminster and Lorna Doone, was the property of Mr. W. Blake.



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TRISTAN

1889.—Morglay, a black colt by Sir Bevys out of Pink, was foaled in 1886, being the property of Mr. Leopold de Rothschild. Also won the same year the Ascot Derby Stakes.

1890.—Tyrant, a bay son of Beauclerc and Queen of the Meadows, was bred in 1885 by Mr. A. McIntyre,

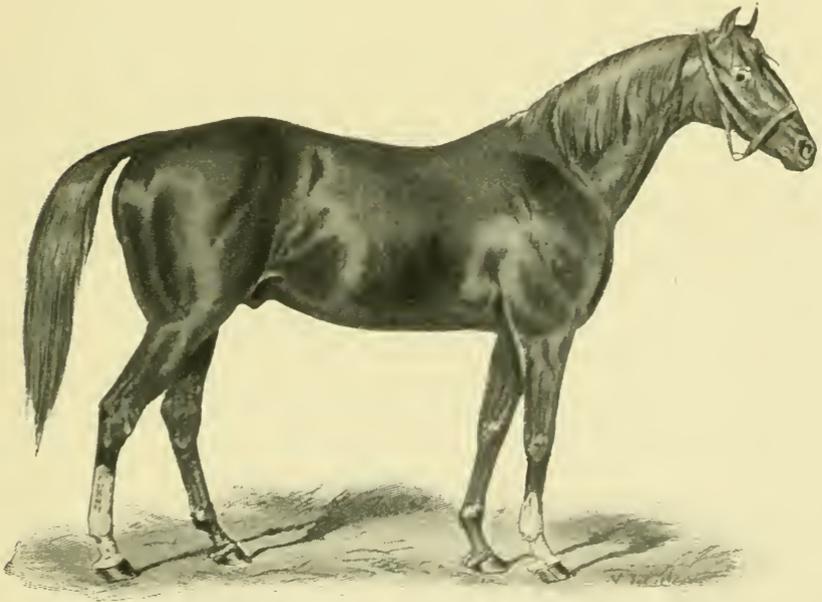
Royal Ascot

- and Mr. A. M. Singer bought him in 1890, after his successes at Chester.
- 1891.—Mons. Meg, a bay filly by Martini Henry out of Malacca, was the property of Mr. Daniel Cooper.
- 1892.—Martagon, a bay son of Bend Or and Tiger Lily, was bred in 1887 by Mr. J. Snarry, and is the property of Mr. Douglas Baird.
- 1893.—Convent, a bay filly by Philammon out of Conviction, the property of Sir J. Thursby. Walked over for the Gold Vase.
- 1894.—Quaesitum was a bay colt by Hagioscope out of Strange Lady, and the property of Lord Penrhyn. Died in 1897, aged 7.
- 1895.—Florizel II., a brown son of St. Simon and Perdita II., was bred in 1891, being the property of His Majesty (then Prince of Wales). Also won in 1894 St. James' Palace Stakes and the forty-first Triennial.
- 1896.—Pride, a bay colt by Merry Hampton out of Superba, and property of Mr. L. Brassey, was trained by T. Jennings, junr. Also won the same year the Alexandra Plate.
- 1897.—Count Schomberg, a chestnut horse by Aughrim out of Clonavarn, and the property of M. R. Lebaudy, was sold to Mr. H. Bottomley when M. Lebaudy's stud was broken up.
- 1898.—The Rush, a chestnut horse by Barcaldine out of Whirlpool, the property of Mr. Dobell, was trained by J. Waugh.

1899.—This year the Gold Vase did not fill.

1900.—Solitaire, a bay colt by Ayrshire out of Solesky, foaled in 1897. Trained by F. Day, and the property of Sir E. Cassel.

1901.—Mackintosh, a bay colt by Florizel II. out of Cullercoats, foaled in 1899. Trained by W. Waugh, and the property of Sir J. Blundell Maple.



RATAPLAN

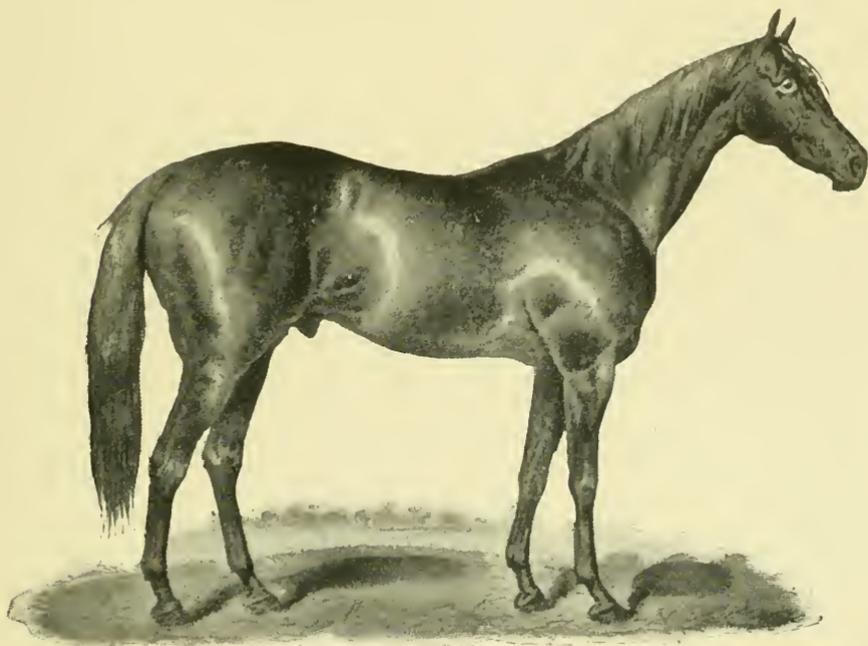
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WINNERS OF THE ROYAL HUNT CUP

- 1843.—Knight of the Whistle, a chestnut horse by Velocipede out of a Whisker mare, was the property of Lord Chesterfield.
- 1844.—The Bishop of Romford's Cob, a bay son of Jereed and Jemima, was the property of Sir R. W. Bulkeley, by whom he was bred in 1840.
- 1845.—Evenus, a bay son of Alpheus and Marpessa, was the property of Lord Stradbroke.
- 1846.—Leaconfield, a chestnut son of Hampton and a Muley Moloch mare, was the property of Mr. W. S. Stanley.
- 1847.—Tragical, a brown gelding by Emilius out of Ophelia, was the property of Count Batthyany.
- 1848.—Conyngham, a bay son of Slane and a Whisker mare, foaled in 1844, was bred by Mr. Way, who sold him to Sir R. Pigot.
- 1849.—Collingwood, a bay son of Sheet Anchor and Kalmia, was foaled in 1843, and owned by Mr. George Payne, became the property of Mr. Rolt. Also won a match of 200 sovs., 1845, and 1849 Trial Stakes.
- 1850.—Hagley, a chestnut colt by Sir Hercules out of a Bobadil mare (sister to Lugwardine), was bred by Mr. E. Griffiths in 1845, and became the property of Mr. Higden in 1850.
- 1851.—Sir Charles, a bay son of Hetman Platoff and Minx, foaled in 1847, was bred by, and the property of, Mr. H. Robinson.
- 1852.—Ephesus, a chestnut colt by Epirus out of Enter-

prise, was bred by Mr. Waller in 1848, who finally sold him to Captain D. Lane.

1853.—The Friar, a bay colt by Cowl out of Allumette, was bred by Lord Spencer in 1850, and became the property first of Mr. Cooper and then of Lord H. G. Lennox.



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HERMIT

1854.—Brocket, a bay colt by Melbourne out of Miss Slick, foaled in 1850, was bred by and the property of Mr. B. Way.

1855.—Chalice, a bay filly by Orlando out of Crucifix, was bred in 1852 by Lord Clifden, whose property he was.

1856.—Forbidden Fruit was a brown colt by Birdcatcher

Royal Ascot ♀

- or Gameboy out of Touch-me-not, and was bred by Mr. Jacques in 1853. He subsequently passed into the hands of Mr. Murland.
- 1857.—Rosa Bonheur, a bay filly by Touchstone out of Boarding-School Miss, was foaled in 1854 and bred by Lord Stradbroke, afterwards becoming the property of Lord Londesborough.
- 1858.—Hesperithusa was a brown filly by Hesperus out of Rosaura, and the property of Mr. Eastwood.
- 1859.—King-at-Arms was a bay colt by Kingston out of Paradigm, bred by, and the property of, Colonel Pearson in 1856.
- 1860.—Crater was a bay colt by Orlando out of Vesuvienne, bred by Mr. Greville in 1857, and sold to Mr. Sargent. Died aged 13 in 1870.
- 1861.—Buccaneer, a bay colt by Wild Dayrell out of the Little Red Rover Mare, was bred in 1857 by Lord Dorchester, and became the property of Lord Portsmouth. Also won the Trial Stakes.
- 1862.—Canary, a bay colt by Orlando out of Palma, was bred by General Peel in 1858, and became the property of Mr. J. Day.
- 1863.—Victor, a brown colt by Vindex and a Scroggins mare, was bred in 1859 by Mr. R. Hunt, and sold to Mr. Hodgman.
- 1864.—Gem of the Sea, a bay colt by Gemma di Vergy out of Magnet, was bred by, and the property of, Mr. Longfield in 1860.
- 1865.—Gratitude, a bay filly by Newminster out of Charity, was bred by Mr. Whitehead in 1860, and subsequently became the property of Mr. W. Robinson.

1866.—Attaché (formerly Idler), a bay colt by Saunterer out of La Victime, was bred by Mr. F. Bell in 1862, and was sold to Mr. G. Angell.

1867.—Jasper, a chestnut son of King Tom and Flash of Lightning, was the property of Baron Rothschild, by whom he was bred in 1864.

1868.—Satyr, a chestnut colt by Marsyas out of Diomedia,



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was bred by Mr. Blenkiron in 1864, and sold to Sir J. Hawley.

1869.—See Saw, by Buccaneer out of Margery Daw, was foaled in 1865, and bred by Mr. R. Bell. He passed into the hands of Lord Wilton.

1870.—Judge, a brown colt by Voltigeur out of Spinster, was bred by Mr. A. Harrison in 1866, and became the property of Sir F. Johnstone.

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- 1871.—Valuer, a brown colt by St. Albans out of Vallation, was bred by Mr. W. Day, and was sold to Sir F. Johnstone.
- 1872.—Ripponden, a bay colt by Skirmisher out of Vertumna, was bred in 1868 by Mr. H. Savile, his owner.
- 1873.—Winslow, a bay son of Lord Clifden and Creslow, was bred by Mr. R. Bell in 1869, and became the property of Mr. G. Clive.
- 1874.—Lowlander, a chestnut colt by Dalesman out of Lufra, was the property of Mr. H. Bird. Also won at the same meeting the Windsor Limited Handicap and the Ascot £300 Plate. Died in 1885, aged 15. He was bred by Mr. W. Pedley in 1870.
- 1875.—Thuringian Prince, a chestnut son of Thormanby and Eastern Princess, was bred by Mr. H. Jones in 1871, and became the property of Mr. J. Dawson.
- 1876.—Hopbloom, a bay colt by Parmesan out of Cognisaunce, was bred by General Pearson in 1833, and was sold to Sir J. D. Astley.
- 1877.—Cradle, a bay colt by See Saw out of Honeymoon, was bred in 1873 by Lord Wilton, his owner.
- 1878.—Julius Cæsar, a bay son of St. Albans out of Julié, was foaled in 1873 at Hampton Court, and was sold to Mr. J. Dawson.
- 1879.—Mandarin (formerly Tolu), a bay son of Lozenge and Vishnu, died in 1880, and was the property of Captain Machell. He was foaled in 1872, and bred by Mr. G. W. Morris.
- 1880.—Strathern, a bay colt by Strathconan out of Charmoine, was the property of Mr. Foy. Also won

the New Stakes, 1878. He was bred by Lord Scarborough in 1876.

1881.—Peter, a chestnut son of Hermit and Lady Masham, was foaled in 1876, the property of Lord Glasgow. Also won Hardwicke Stakes, 1881, when he belonged to Sir J. D. Astley.



CYLLENE PARADING

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1882.—Sweetbread, a bay colt by Brown Bread out of Peffar, was the property of Mr. Gerard.

1883.—Elzevir, a brown colt by Salvator out of Preface, was the property of Mr. Gerard.

1884.—Acrostic, was a bay colt by See-Saw out of Lady Alice Hawthorne, and the property of Mr. R. Jardine.

1885.—Eastern Emperor, a roan or grey son of Strathconan and Annora, was the property of the Duke of Beaufort.

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- 1886.—Despair, a chestnut son of See-Saw and Peine de Cœur, was bred in 1879 by, and the property of, Mr. W. G. Stevens. In 1883 he won the All-aged Stakes.
- 1887.—Gay Hermit, was a bay son of Hermit and Doll Tearsheet, and the property of Mr. Manton.
- 1888.—Shillelagh, a bay colt by Brown Prince out of Hollythorn, was the property of Captain Machell.
- 1889.—Whitelegs, a chestnut colt by Albert Victor out of Flora McIvor, was the property of Mr. D. Henty.
- 1890.—Morion (*see* Gold Cup, 1891).
- 1891.—Laureate II., a bay horse by Petrarch out of Macaria, was foaled in 1886, the property of Mr. J. Hammond.
- 1892.—Suspende, a bay colt by Muncaster out of Garterless, was bred in 1889 by Lord Rosslyn, and became the property of Mr. H. McCalmont.
- 1893.—Amandier, a black son of Lavaret and Aveline, was bred in France, and the property of Baron de Rothschild.
- 1894.—Victor Wild, a chestnut son of Albert Victor and Wild Huntress, was bred in 1890 by Mr. A. W. Mostyn Owen. Mr. T. Worton bought him in 1892 at Portsmouth, where he was sold by auction.
- 1895.—Clorane, a chestnut son of Castlereagh and May Girl, was the property of Mr. A. F. Basset.
- 1896.—Quarrel (late Tarrare), a bay son of Discord and Free and Easy, was bred by Lord Scarborough, and sold to Mr. Dartmoor, and in 1885 became the property of Lord Rosebery. He was trained by Mr. Walters, junr.

- 1897.—Knight of the Thistle was a bay colt by Rosebery out of The Empress Maud, and the property of Mr. H. McCalmont.
- 1898.—Jaquemart, a brown colt by Martagon out of Fair Lady, was bred by Mr. C. Paddock, and ran for Mr. Leopold de Rothschild at Epsom in 1895, his trainer being J. Watson.
- 1899.—Refractor, a son of Prism and Heartease, was trained by Mr. J. Waugh, being the property of Mr. D. J. Jardine.
- 1900.—Royal Flush, a chestnut horse by Favo out of Flush. Bought by Mr. J. A. Drake on the break-up, in 1899, of Mr. W. F. Lee's stables.
- 1901.—Stealaway, a bay gelding by Morion out of Flyaway, foaled in 1897, bred by, and the property of, Mr. J. B. Leigh. Trained by G. Chaloner.

In conclusion, it is interesting to note the changes that have taken place in the value of the principal Ascot prizes.

The Gold Cup in the year of its institution was valued at £100, the balance in specie, and a subscription of 10 guineas; in the following year the subscription was raised to 20 guineas; in 1831 it was confined to horses, the property of members of the Jockey Club; in 1832 the value was raised to 200 sovs., with £20 subscription and £100 from the Fund, and in 1834 was increased to £300, with £200 from the Fund. In 1845, after the visit of the Emperor of Russia, the Plate given by him was valued at £500, added to a Sweepstakes of £20 each. When the Crimean War broke out the Gold Cup once more found its place as the chief race in the Thursday programme, and was

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valued at £300, the surplus in specie, subscription 20 sovs., with 200 sovs. added from the Fund. In 1868 the value was raised to 500 sovs., and in 1877 was further increased to 1000 sovs. Its value last year was 1000 sovs., with 3000 sovs. in specie, of which the second received 700 sovs., and the third 300 sovs., added to a Sweepstakes of 20 sovs. each h. f. With 32 subscribers it equalled £3360.

The Gold Vase in 1838 was valued at £200, added to a Handicap Sweepstakes of £25 each; was a silver Vase in the following year, and restored to a Gold Vase in 1840.

The Royal Hunt Cup, valued at 200 sovs., added to a Handicap of 10 sovs. each in its first year; was 300 sovs. in 1870; and raised to 500 sovs. in 1880, at which value it has remained. Last year the piece of plate was valued 500 sovs., with 1500 sovs. in specie, added to a Sweepstakes of 20 sovs. each h. f. Seventy-one subscribers produced £2490.

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