

~ HISTORY LESSON ~

DANIEL CHIPMAN LINSLEY, *the Original Morgan Historian*

By Brenda L. Tippin

In Morgan horse circles, Daniel Chipman Linsley is best known for his landmark book, *Morgan Horses*, published in 1857, which documented about 240 significant Morgan stallions. This work laid the foundation for recognizing the Morgan as a distinct breed of horse and establishing a registry. Here we will share some of his remarkable legacy as a railroad man and passages from his timeless book which brings to life the earliest stallions of our breed.

WHY LINSLEY?

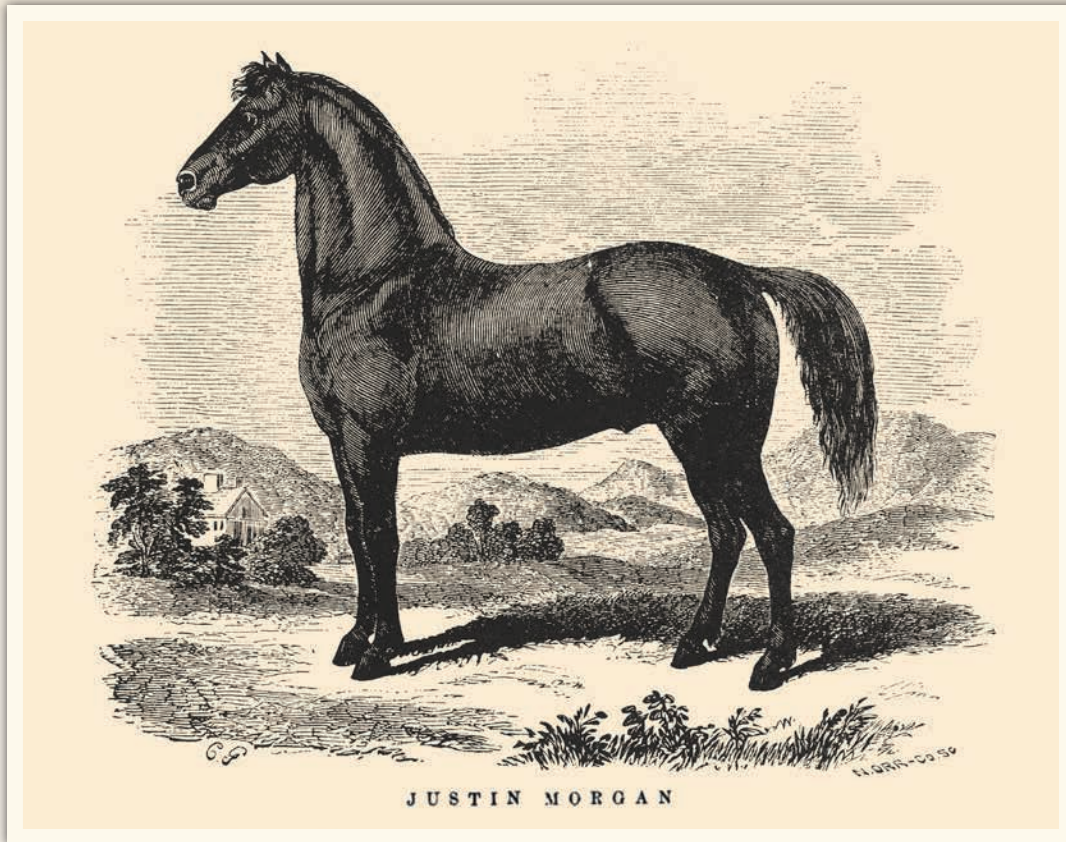
Who was Daniel Chipman Linsley and what did he have to do with the Morgan breed? Anyone who becomes involved with Morgan horses and wants to learn more about them will sooner or later run into references to Linsley. Often known simply by his initials, D. C., Daniel was, quite simply, the first Morgan historian, and without his work there would be no Morgan breed. Many were the men, and even in those years, the women too, who extolled the virtues of the Morgan breed, who owned a few, and declared that someone ought to document the history and make a record of important pedigrees before they were lost. There was much talk of what should be done, and some who would express these opinions in letters to

journals of the day such as the *Cultivator* or *The Genesee Farmer*, offering theories on the origins, or the merits of individual horses. These were published frequently from the early 1840s onward, but nevertheless were scattered and buried among other agricultural material. It would require a good deal of work to find them.

Daniel was the first who actually decided to do something about it. Having committed to a breeding project of his own, like many Morgan owners and breeders who would come after him, he sought to learn where and how these horses originated. His book "*Morgan Horses, A Premium Essay on the Origins, History, and Characteristics of this Remarkable American Breed of Horses*," would have been a significant achievement, as Daniel documented

Many of the woodcuts depicting early Morgan stallions were in currency for advertising purposes before Linsley published Morgan Horses in 1857. In many cases, however, the book is the closest we have to original copies. Morgan Horses is the source for most of the woodcuts and daguerreotypes which illustrate this article.

ABOVE (LEFT TO RIGHT): Two portraits of Daniel Chipman Linsley; The title page to his book *Morgan Horses*, the first history of the Morgan breed.



TESTIMONIALS FOR THE WOODCUT OF JUSTIN MORGAN, FROM D. C. LINSLEY'S MORGAN HORSES

The frontispiece to D. C. Linsley's book, Morgan Horses, was the now familiar woodcut of Justin Morgan or Figure, the original Morgan horse. Linsley went to pains to cite firsthand accounts of the horse from those who remembered him, in order to validate the accuracy of the likeness.

ST. JOHNSBURY, VT, JULY 7, 1856

D. C. Linsley, Esq.:

Dear Sir,

Your favor of the 3d inst. is at hand, as also the accompanying drawing of the old Justin Morgan. I knew the horse well and owned him about seven years while in the prime of his life. The drawing is a very faithful representation of him as he appeared while I owned him, and I can suggest scarcely any alteration; perhaps none that would make it a more faithful copy of the original.

Yours respectfully,

David Goss

DERBY LINE, VT, JULY 21, 1856

D. C. Linsley, Esq.:

Your favor of the 18th inst., containing a drawing of the old Justin Morgan, has this day come to hand, and I hasten to reply. In early life it was my privilege to know the original Morgan horse perfectly well, and for some time to see him almost daily at the time of his greatest popularity. And I have no hesitation in saying that the

drawing exhibited, in my judgment, is remarkably correct, and gives a very accurate delineation of the horse as he appeared in life.

I remain, Dear Sir, yours truly and

Very respectfully,

Solo Steele

CLAREMONT, NH, JULY 1856

D. C. Linsley, Esq.:

Dear Sir,

I received a line from you yesterday, and with it a drawing of the old Justin Morgan or Goss horse. As I have before told you, I know the horse well, having seen him often, and kept him one year while Joel Goss owned him. He was far the best horse I ever had anything to do with, and my recollection of him is perfectly clear and distinct. The drawing you send is a very excellent likeness of him, and I am pleased to see an effort making, even at this late day, to preserve some record of him.

Yours Respectfully,

Dan Baldwin

HISTORY LESSON *≈ Daniel Chipman Linsley*



Two views of the railroad tunnel in Burlington, Vermont, built between 1860 and 1861. It is considered a testimony to Linsley's genius as an engineer as it had to be dug through loose sand 75- to 80-feet deep.

no less than 240 pedigrees of important Morgan stallions of the day. Many are unaware that Daniel's father bred Morgan horses, or that he and his father and brothers operated a large stock farm in Illinois breeding Morgan horses for a number of years.

Most Morgan historians who have explored the topic state that Daniel never bred any Morgans himself, but in fact there is strong evidence to suggest that he did. Several points support this argument.

- A number of history books clearly tell us that Daniel, his father, and brothers operated a large stock farm in Kankakee, Illinois, breeding Morgan horses for several years. This was connected to their railroad work. Daniel was supervising the construction of the Illinois Central Railroad and they saw this as an opportunity to expand the market for Morgans and ship them all over the country.
- It is true that in his book Daniel only listed two stallions bred by his father, which were brought to their Illinois farm as foundation stock and does not name any bred by himself or his brothers. However, he was writing his book 40 years before the *The Morgan Horse and Register* was established, and their stock farm, just in its very beginnings, was the reason he decided to research the Morgan breed in the first place.
- In his book Daniel explains that while he was well acquainted with the Morgan horse in Vermont, it was not until his huge project in the west in 1852 (he was supervising the construction of the Illinois Central Railroad) that he "became fully aware of their extraordinary hardiness, speed, and endurance, from severe use and daily comparison of them with horses of different style." Then he adds, "Having determined to breed from this stock, it induced a careful examination into the different families which have sprung from the original or Justin Morgan." Notice that Daniel himself says, "Having determined to breed from this stock..."
- Daniel's own half-sister, Mary Linsley Tilden, states in the brief biography of her brother she wrote for the *Cyclopedia of Agriculture*, that "early in life he became much interested in agriculture,

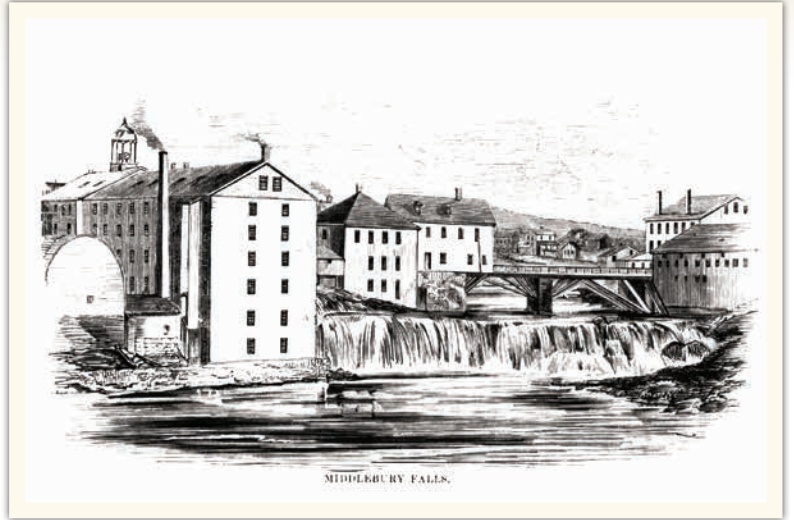
especially in stockbreeding. He raised fine horses, for which he received high prices."

- He devotes an entire chapter to "Hints as to the Best Methods for Improving and Perpetuating the Breed."

It seems clear he did, in fact, breed Morgans, sold them for high prices, and shipped them all over. But it was 40 years before Battell established the registry, in which he was only able to trace a fraction of the Morgans bred up to that time, so we just haven't found specific names of horses tracing to Daniel's breeding. They may turn up yet someday.

The Linsley family was fairly wealthy, with a long illustrious history of important men tracing all the way back to the first settlers who came on the Mayflower. They came to own a majority of the property in Addison County, Vermont, of which Middlebury was the shire town or county seat. Daniel, his father, and brothers were all important men in the railroad business, well-known and highly respected for their integrity throughout New England and the Midwest. One might suppose that is not really relevant, but in fact the Linsleys and their railroad connections played a major part in helping the Morgan breed spread across the country, and making the horses more accessible to those who otherwise might not have been able to acquire good Morgan stock. Daniel's reputation as one of the most respected scientists and engineers of his day also played a tremendous part in establishing credibility for his work. His endorsement of the breed had much to do with the recognition that resulted in the Morgan horse being able to continue to the present time.

Also, since Daniel Chipman Linsley was a man of great historical significance to the Morgan breed, it is worth the time not to simply view him as the author of an important Morgan history book, but to try to understand him as a person, and something of the history of his family, the personal tragedies and events that shaped his life and ultimately led to his involvement and interest in the Morgan breed, and the writing of his book.



LEFT TO RIGHT: The Jabez Howland house in Plymouth, Massachusetts, home to Linsley's ancestors who emigrated on the Mayflower; A 1859 depiction of Middlebury Falls in Vermont.

EARLY HISTORY OF THE LINSLEY FAMILY

The influence of the entire Linsley family and their connections for many generations back played an important role in laying the foundation for Daniel Chipman Linsley as a Morgan historian, and thus caused his work to be so widely respected and accepted as the ultimate authority on the Morgan horse breed. Linsley family originally traced their ancestors to Scotland, settling first in Connecticut. The first of the Linsley family to come to Vermont was Daniel's grandfather, Judge Joel Linsley, born in 1756, the son of Abiel Linsley Jr. and Thankful Pond, settling in Cornwall, Addison County, Vermont, in 1775. He was a surveyor, and became an extensive landowner, returning to Cornwall after serving in the American Revolutionary War. The Linsley family came to own most of the land in Addison County and were undoubtedly among the first to own Morgan horses. Judge Linsley and his wife, Levina Gilbert, had eight children including Daniel's father, Charles. Judge Linsley died in 1819.

Charles Linsley was born in Cornwall in 1795. He was raised and educated in Addison County during the early years when the Justin Morgan horse and his sons and daughters were beginning to be well known. Along with his many other business interests, Charles owned a farm in Middlebury, which led to Daniel and his brothers becoming deeply interested in agriculture and raising Morgan horses. Charles Linsley was known to have bred several Morgans, at least two of which were eventually listed in the Morgan registry, which did not come until some fifty years later. Some of these Morgans became the foundation for a large stock farm Charles and his sons later operated in Illinois.

Charles studied for a career in the mercantile business, but his interest was in law and he decided instead to become an attorney. He studied law with his father and Daniel Chipman of Middlebury and was admitted to the bar in 1823. In 1827, he married Daniel Chipman's daughter, Sarah, and they had eight children.

While in Middlebury, Charles established his farm on Cornwall Road, on the property formerly owned by Dr. John Willard,

the first physician of Middlebury, and who built the elegant brick home where the Linsleys lived and raised their children, and where Charles began to breed Morgan horses. Charles was U. S. Attorney for the District of Vermont as well as being involved in the railroad, politics, and several other noted positions.

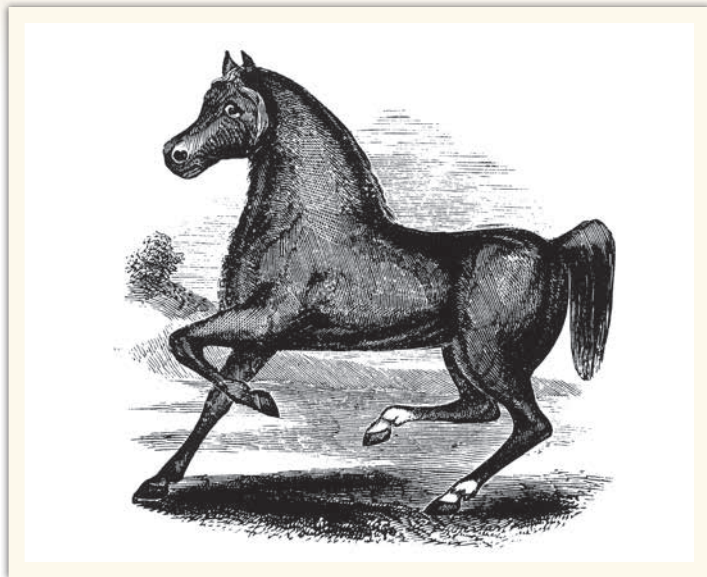
THE CHIPMAN AND HOWLAND FAMILIES

The Chipman family is also an old one, tracing to John Chipman who sailed from Barnstable, Devon County, England, at the age of 17 on the ship *Friendship*, arriving in Boston on July 14, 1631. In 1646, he married Hope Howland, a daughter of John and Elizabeth Tilley Howland, who were among the first pilgrims to arrive in America aboard the *Mayflower*. The Howland House in Plymouth, Massachusetts, where they lived for a time, is the only house still standing where original Pilgrims lived; it is open for tours daily.

John Chipman, a carpenter by trade, and his wife had 12 children. Daniel Chipman, great-great grandson of John Chipman, was born in 1765 to Samuel and Hannah Austin Chipman in Salisbury of the Connecticut Colony, later coming to Vermont. He became a noted lawyer and served Vermont's 1st District in the U. S. House of Representatives.

DANIEL CHIPMAN LINSLEY, LIFE AND ACCOMPLISHMENTS

Daniel Chipman Linsley was born April 17, 1827, the oldest of eight children born to Charles Linsley and Sarah White Chipman Linsley in Middlebury, Vermont. He was named after his mother's father, Daniel Chipman. Daniel's mother, Sarah, died in 1841 when he was 14. Charles married Emmeline Wells in December of that year, and together they had nine children. Frequent funerals continued with five of Daniel's half-siblings dying in childhood and just four surviving to adulthood. The 1850s began a particularly difficult decade for the Linsley family, in which eight of Daniel's younger siblings and half-siblings all died between 1851 and 1861, some being infants or toddlers, some teenagers, and some who



LEFT TO RIGHT: Prince Albert; Morgan Comet.

survived to their early 20s. By the time Daniel was 34 all of his younger siblings from his father's first marriage had died except his brother George. Such devastating losses one after the other must have taken their toll.

Middlebury, Vermont, was the shire town or county seat of Addison County and was the primary home of the Linsley family while Daniel was growing up. Despite the frequent funerals the Linsleys had to endure, the family was one of the wealthiest in the county. Daniel was educated in the public schools of Middlebury and prepared for college at the Middlebury Academy. He attended Middlebury College, and also studied engineering at Norwich University. He went to work for the Rutland and Burlington, Vermont, Railroad Company, where his father was the company solicitor. By 1850, he was division engineer.

That same year Daniel took a job supervising the construction of the Illinois Central Railroad, where he was joined by his younger brothers Charles J. and George. It was during this time that Daniel joined with his father and brothers in operating a large stock farm breeding and raising Morgan horses in Kankakee, Illinois, forming a company called C. & D. C. Linsley & Company, and using several of the horses Charles Linsley had bred as a foundation. Charles J. unfortunately contracted typhoid fever and died in August of 1853, at just 22 years of age.

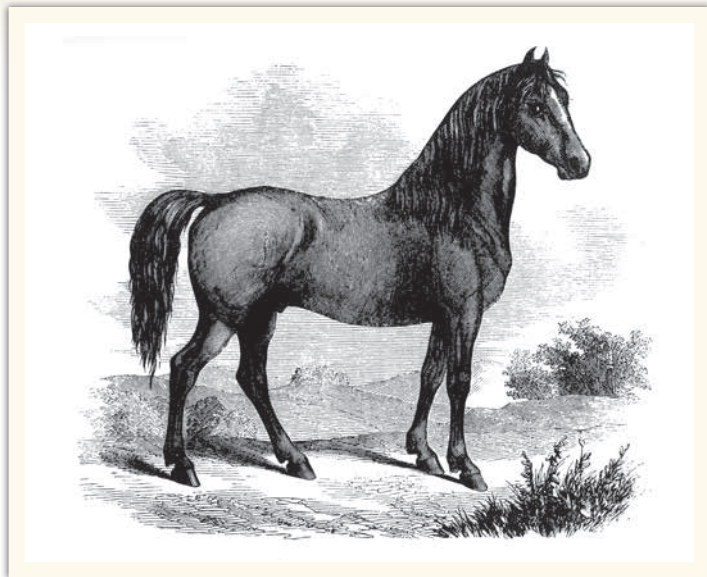
The connection of Daniel and his father and brothers to the railroad business, especially in Illinois, came at a crucial time in the development of America's economy, and was also a key in the expansion of the Morgan breed across the United States, and becoming a nationally recognized breed of horses. In fact, their stock farm venture was purposely planned for this as they saw tremendous value in perpetuating the breed for the future and saw the construction of the railroad in Illinois as an ideal opportunity to further the market for well-bred Morgan stock and conduct a profitable business.

Daniel, George, and their father, Charles, continued to operate the stock farm with all three men throwing themselves into the

work, as it helped to distract from the pain they must have felt as family deaths continued. Daniel and George received high prices for the Morgans they bred, and Daniel was so fascinated with the history of the Morgan breed, he was determined to document it. He returned to Middlebury for a time in 1855 to complete his work, *Morgan Horses*, which, despite the tremendous research, he was able to accomplish in less than a year. The work was widely acclaimed, and he won a prize from the Vermont State Agricultural Society for it, as well as enjoying extensive sales of the published book. Charles (the father) later died in 1863.

In January 1857, Daniel began a monthly publication which he edited from his Middlebury office, known as *The Vermont Stock Journal*. This was devoted not only to horses but all kinds of livestock, with information on breeding, training, diseases, and much more. After two years this operation was so successful he moved it to New York where it became known as *The American Stock Journal*, and he continued to produce it for several years. Also in 1857, Daniel plotted a bridle trail north of Windsor, Vermont, in the Appalachian Mountains near the Ascutney Lodge. This later became a road along the present-day Windsor Trail. Daniel conducted surveys to rebuild the old road to the summit which had been established in 1825, and he built the first stone house on top of Mt. Ascutney. In 1858, Daniel was married to Martha Hatch, daughter of Joseph Denison Hatch of Burlington, and two children were born to them.

Also during this time Daniel continued as chief engineer for the Vermont and Canada railroad, including designing the long tunnel in Burlington under North Avenue, which was hailed as a great feat of engineering due to the fact that new engineering methods had to be used as the tunnel was cut through sand. The tunnel is still in use today. Through the remainder of his life Daniel continued to work on numerous railroad projects, including surveying 150 miles of the Skagit River Watershed from southwest British Columbia to northwestern Washington state, and for a short time,



LEFT TO RIGHT: Morgan General; Black Jack.

served as the mayor of Burlington. In addition to Daniel's railroad and agricultural interests, he was very involved in community and political affairs, and maintained an interest in Morgan horses throughout the rest of his life. He died in New York City, October 7, 1889, at the age of 62.

GEORGE LINSLEY

George Linsley was the only other child besides Daniel of the eight children born to Charles and Sarah Chipman Linsley to survive past his 20s. Born in 1833, he was six years younger than Daniel, but the brothers remained close throughout their lives. George was also born in Middlebury, receiving similar education and training as his brothers, and at the age of 18 in 1851, went west to join them in working on the Illinois Central Railroad, as well as the Kankakee Stock Farm breeding Morgan horses, an endeavor they entered into with their father. George was especially passionate regarding Morgan horses, and it was his enthusiasm for the breed that led Daniel to become immersed in their history, and to write his famous book. George also continued an interest in Morgan horses for the rest of his life.

Following the stock farm venture, George married Faustina Wright in 1864, and continued to assist Daniel with his engineering and other projects. George died November 20, 1889, at the age of 57, only a few weeks after his brother Daniel passed.

THE LINSLEY MORGANS

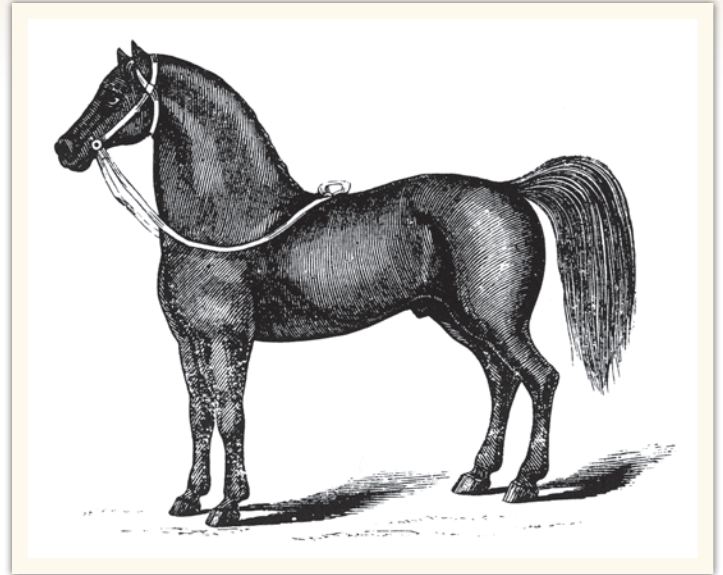
Charles Linsley bred a few Morgans for family use during Daniel's boyhood. He very likely was acquainted with the original Justin Morgan, who had frequently been brought to stand for service at numerous locations throughout most of the vicinity of Vermont where Charles lived and carried on his business. By the time Daniel was born, Morgans were numerous throughout Vermont, and the popular stock was spreading throughout New England and areas farther west.

Daniel was familiar with Morgans, and well-acquainted with their unique appearance, compact muscular form, exceptional endurance, willing temperament, and their remarkable action and style, but perhaps took them for granted. It was not until he and his brothers entered into the huge project of constructing the Illinois Central Railroad, and they joined with their father in operating a large stock farm in Kankakee, Illinois, where they began to raise Morgan horse, that Daniel fully began to appreciate the qualities of the Morgan breed. The Illinois Central Railroad project was important for several reasons. It was one of the first proposals for expanding the west and making the valuable interior counties of Illinois more accessible to settlers. While the outer counties were largely connected to waterways, the interior counties, which were the most fertile, were largely isolated, and roads through Illinois at that time were very poor. Prior to the railroad, the cost of carrying heavy freight over these roads was prohibitive, and the ability to move freight any distance and do so at a profit was virtually impossible. The coming of the railroad presented an entirely different picture. The Linsley men were quick to see and to develop a plan to capitalize on the tremendous economic growth that would occur. Daniel and his father and brothers saw the Morgan horse as a valuable breed for which demand would increase. According to a biography written by Daniel's half-sister, Mary Linsley Tilden, for the *American Cyclopaedia of Literature*, he received high prices for the fine horses he raised, as well as extensive sales of his book, *Morgan Horses*, and wide readership of the *American Stock Journal*.

BLACK JACK #1993

(Hackett Horse x Bay Flirt)

Bred by Charles Linsley and foaled at his Middlebury farm in 1849, Black Jack was a noted stallion of his day, and was a son of the Hackett Horse out of a mare of mostly Thoroughbred breeding. The Hackett Horse was a son of old Gifford #30, who was by Woodbury, son of Justin Morgan, and out of a daughter of Woodbury, very



LEFT TO RIGHT: Golden Eagle; Comet.

similar to the breeding of Hale's Green Mountain #42, who was also by Gifford and out of a Woodbury mare. Bred and owned by Colonel John Hackett, the Hackett Horse was known as a roadster of fine action and tremendous endurance, and who left excellent stock. He stood most of his life in Middlebury, and in Hancock some 20 miles away, and was a popular sire throughout the area.

Black Jack was a rich shade of deep black chestnut without white markings, frequently found in strains descending from Woodbury Morgan. Daniel noted that he was very compact, standing 15 hands tall, and weighing 1,070 pounds, with remarkable qualities of soundness and endurance. He was later owned by Daniel's brother, George, who became very involved in breeding Morgans at the Kankakee Farm. Black Jack was eventually registered in Volume II of the *The Morgan Horse and Register*, but his offspring were not among those traced and registered by Joseph Battell when he published the *The Morgan Horse and Register* several decades later. Black Jack has descendants today in both the American Saddlebred and Standardbred breeds.

CHALLENGE #2156

(Black Hawk #20 x Linsley mare
[by White Mountain Morgan #827])

Another key stallion bred by Charles Linsley was Challenge, a son of the great Black Hawk #20 by Sherman Morgan. His dam was a Morgan mare also bred by Charles Linsley, a daughter of White Mountain Morgan #827 (not to be confused with White Mountain Morgan #460). White Mountain Morgan #827 was a chestnut son of Sherman Morgan, standing 15¼ hands tall and weighing 1,100 pounds. He was kept most of his life in the vicinity of St. Johnsbury, Vermont, and later went to Ohio. The dam of the Linsley mare was a daughter of Woodbury. Challenge was a striking dark chestnut marked with a stripe on the face and three white feet, standing 15¼ hands tall and weighing 882 pounds. He was foaled at Charles' Middlebury farm in 1854, and taken by George to the

Kankakee Stock Farm in 1859. Like Black Jack, none of his offspring were among those traced by Joseph Battell and listed in *The Morgan Horse and Register*. (NOTE: The online database lists him as the sire of one registered offspring, Castellar #2151. However, this is incorrect. Castellar #2151 was registered in Volume II of *The Morgan Horse and Register* as a son of Little Mack by Farmer's Beauty #566.)

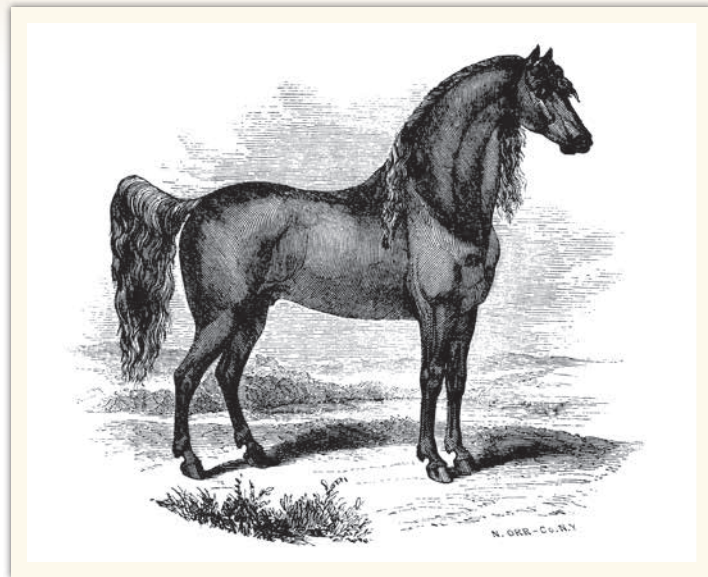
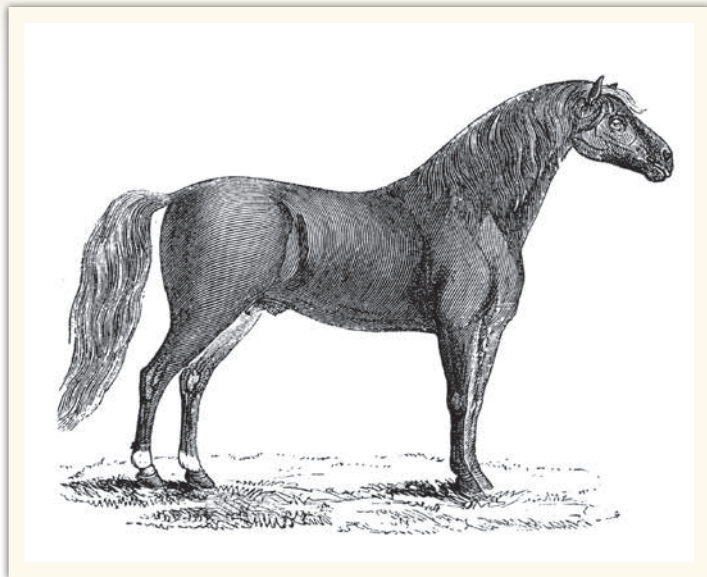
KITE #2777

(Rising Sun #1308 x mare [by Beaman Horse # 1809])

Kite was a chestnut stallion, standing 15¼ hands tall and weighing 980 pounds, bred by S. Langdon of New Haven, Vermont, and foaled in 1854. His sire was Rising Sun #1308 (Black Hawk #20 x mare [by Beaman Horse #1809 by Black Hawk #20]). Foaled in 1850 and bred by Gustavus Cook of New Haven, Vermont, Rising Sun was by Black Hawk, and out of a daughter of Patriot Messenger, said to be of Saddlebred and Morgan blood. Rising Sun received the first premium at the Addison County Fair in 1854. The Beaman Horse, also by Black Hawk, was a black marked with a stripe on the face, and was bred by Anson Beaman of New Haven, Vermont, and later was taken west. Though not bred by any of the Linsley family, Kite was purchased by George Linsley and taken to the stock farm in Kankakee, Illinois. He left no registered offspring.

AN OVERVIEW OF MORGAN HORSES BY D. C. LINSLEY

In 1857, Daniel published his book, *Morgan Horses*, which he had advertised widely in several agricultural journals, and was getting numerous orders for it. Once started upon this project, Daniel began to uncover great quantities of information, and the more he found, the more fascinated he became, and the more convinced that he was uncovering information which was valuable and needed to be documented and preserved in order for this breed of horse to continue.



LEFT TO RIGHT: Flying Morgan; Munson's Gifford Morgan.

The book is beautifully illustrated with old woodcuts traced from daguerreotypes, though some illustrations, like that of Justin Morgan, were from drawings. Daguerreotypes were the first photographic process invented in 1839. Highly polished silver-plated copper sheets were treated with chemical fumes to make them light sensitive. They were then exposed in the camera for as long as needed. While popular in the 1840s and '50s, it was an expensive process. Conversely, having a woodcut made involved actually carving out a block of wood. Therefore, only a very few illustrations of Morgans were published before Linsley's book, mainly of Black Hawk or some of his noted sons. Daniel had the funds to secure illustrations for his book and took pains to try to find accurate representations. He explains, "A large number of cuts have been used, most of which have been traced from daguerreotypes and can therefore be relied upon as correct portraits of the forms of the animals they are intended to represent. An examination of these cuts will enable a good horseman to become familiar with the peculiar form—which is so distinguishing a feature of these horses—and leave him in little doubt as to the cause of their remarkable qualities."

Daniel notes, "The horses of Indiana, Illinois, and the other Western and Northwestern states closely resemble the horses of Ohio, and, in fact, many of them were raised in that state and taken farther west by persons emigrating to new lands. Although emigration has been going on for some time from New England to these states, yet until within the last few years the emigrants very rarely took any animals with them, the journey being too long to be undertaken with teams; but the emigration to that country from Ohio, Pennsylvania, and Virginia has very generally been made in wagons, the emigrants taking their horses with them. Within the last few years a few Morgan horses have been taken into that section, where they command high prices; and as they become more and more known, so the demand for them is steadily increasing, and in passing through the large towns the traveler will occasionally see a good specimen of the race."

Daniel's style might at first lead the casual reader skimming through the work to believe he was merely a bystander, or observer, who gathered his information solely through research or speaking to others. Certainly, he did all of that, but a more in-depth examination will make clear that he is writing as someone very knowledgeable about horses, and speaks out of personal experience. Elaborately, he lays the foundation with a concise and carefully woven discussion of the origins and uses of all the main breeds of the world and in the United States, comparing their qualities and the purposes for which they are used. He speaks of the demand at that time shifting more towards the need for a driving horse than the saddle horse. He says, "Who has not felt the glow of pleasant excitement, and the new impulse given the blood in his veins, by a short drive of a few miles after a good horse? Walking is by no means a substitute for it—the fact of the rapid motion, and the multiplicity of objects met and passed, constantly calling our attention to objects, only to be left again for others, each suggesting thoughts so fugitive and electrical, gives a relief to the wearied faculties which nothing else can give."

Yet at the same time, Daniel continues to drop hints he is also partial to saddle horses. He says, "Riding always has an interest within itself—the excitement of the rapid motion, the spirit and beauty of the horse, the persons we meet, the hills, the streams, the trees, all give a life and ecstasy to the exercise, that cheers and vivifies even the invalid."

These remarks make clear that both riding and driving were activities in which Daniel regularly engaged, and this should not be surprising considering he lived in an era where the horse was as essential for transportation for the majority of families as cars are today. Many may be tempted to skip over his earlier chapters describing the different breeds and the characteristics most sought after in a good horse fit for a variety of uses, which he terms "the business horse." However, all of this is carefully building the foundation for his argument that the Morgan is the ideal horse. While

many Morgan owners and breeders have simply relied on using *Morgan Horses* primarily as a reference book, it is worth reading through his whole book to see what he has to say on the matter.

Daniel goes on to describe how the Morgan excels in compactness of form: “in this respect the Morgan particularly excels; his body is not remarkably long, but round and deep at the chest, the quarters large and full, the shoulders and hips well shaped, the loins wide and muscular, the flanks deep, and the whole form swelling with muscle and life. There is not a single feature of his frame but gives unmistakable evidence of his vigorous health and iron constitution; and though he has been, and is still, principally bred in the states of Vermont and New Hampshire—states that are notoriously hilly and mountainous, and where consequently every description of work to which he is put is more than ordinarily laborious—yet he is remarkably long-lived, and in his age retains his spirit and vigor.”

When a writer attaching a description of the Morgan breed in a later edition of the highly-regarded work by Youatt accuses the Morgan of various defects, including compactness of muscle, Daniel becomes indignant and cannot resist a response in his own book. He says, “According to this writer, on the outside all is still right with this breed of horses. No fault is found with the size, or shape of the muscles; but they have an invisible defect—‘they lack compactness of muscle.’ We think the great and striking muscular development of the Morgan horse, giving him such unrivalled ease and vigor of motion, may be safely trusted to live down this invisible defect of this invisible writer.”

Daniel goes on to describe the 1855 U. S. Agricultural Society Fair held in Boston, in which 443 horses were entered to compete for premiums. The majority of these were won by Morgan horses, including stallion categories for roadsters, trotting stallions, and general use, as well as for breeding mares and fillies.

Daniel also addresses the widely publicized controversies that arose regarding the paternity of both Black Hawk and his son Ethan Allen. There were individuals who tried to circulate the rumor that Black Hawk was sired by a horse called Paddy (who also happened to be a son of Justin Morgan) instead of Sherman Morgan. Later, a similar scenario occurred when some tried to claim that Ethan Allen was sired by Flying Morgan instead of Black Hawk. Daniel addresses both of these false rumors head on and ably demonstrates that neither story had any truth in them.

For the age-old problem which seems to occur among horse owners, in general, of having negative things to say about horses owned or bred by others, Daniel offers this timeless advice: “The breeder whose stock has so little merit of its own that it must be bolstered up by detracting something from his neighbors, we earnestly exhort to sell out at once and purchase some that can rely solely upon its own merits for distinction; for, if it is wanting in merit, no art can bring it into repute and keep it long in favor; and, if it is superior, be satisfied with exhibiting it to the public, and rest assured that there will not be wanting men with sagacity enough to see and appreciate it.”

THE INFLUENCE OF LINSLEY'S WORK

In the preface to his book, Daniel wrote, “If the publication of this

volume should prove instrumental in awakening increased interest in the breeding of these noble animals, and in leading farmers and breeders to the best sources for obtaining this stock, or in enabling them to detect the many spurious animals advertised throughout the country as genuine Morgans, the author will feel satisfied that he has not labored in vain.” D. C. LINSLEY, Middlebury, VT, September 10, 1856.

In addition to laying the foundation for Joseph Battell's *The Morgan Horse and Register*, another early historian who relied heavily on Daniel's work was John Dimon, author of *American Horses and Horse Breeding*, published in 1895. Dimon is one of the most highly regarded horsemen of his day, judging shows where Ethan Allen #50 and other great Morgans were the participants. Dimon professed to have spent some 60 years in researching this book, his life's work, and interestingly, while drawing his information on the origins of Justin Morgan from different sources than either Daniel or Battell (who was researching during the same time as Dimon), he came to virtually the same conclusions. Thus, both John Dimon and Joseph Battell, through their own independent research, affirmed the accuracy of the foundational research soundly established in Daniel's book.

More than fifty years had passed, but Daniel's book had lost none of its influence among Morgan enthusiasts. The 1919 edition of *The Vermonter*, edited by Charles Spooner, noted that The Morgan Horse Club was selling copies of “D. C. Linsley's famous book, *Morgan Horses*” for \$5 while supplies lasted.

THE LINSLEY LEGACY

While Morgans of today do not trace their pedigrees to horses bred by the Linsleys, Daniel, his father, and brothers had a profound overall influence upon the Morgan breed. The Linsleys and their Morgan horses were among the first ambassadors for the breed. The involvement of the Linsley men with numerous railroad projects, as well as the stock farm they established, all contributed to the spread and establishment of the Morgan breed across the nation.

Having grown up in the heart of Vermont during the early years of the Morgan breed, Daniel, as well as his brother, George, were very familiar with the unique characteristics they possessed, and quickly saw the value Morgans offered as family horses, as well as for farm and business use. Many had wondered and speculated about the origins of the Morgan breed up to that time, but Daniel was the first to document the history with facts and catalog 240 pedigrees of stallions of the breed at that time. In addition to a detailed history of the origins of the Morgan horse, much information was given on breeding, training, and other topics helpful for anyone who might wish to own or breed them. The book was also illustrated with numerous woodcuts, including that of the original Justin Morgan, together with testimony of men who knew the horse well during his life, and attesting that the likeness to the horse was portrayed with remarkable accuracy. This work served as the inspiration for Joseph Battell to establish a registry, and was invaluable in helping assure the breed would survive and continue for generations to come. The book *Morgan Horses*, first published in 1857, is still considered a valuable reference and resource for Morgan breeders and owners today. ■

MORGAN HISTORIANS DISCUSS LINSLEY

From Joseph Battell, who cataloged the original *The Morgan Horse and Register*, to researchers today, breed historians have acknowledged their debt to Linsley's original work. A sampling of comments follows.

JOSEPH BATTELL



Founder of the *Morgan Horse Register*, much of Battell's work, particularly in Volume I of the Register published in 1894, was based on Daniel's book. In Volume I, Battell says, "The excellent work, entitled, *Morgan Horses*, by D. C. Linsley of Middlebury, Vermont, published in 1857, furnished a precedent and foundation for the Morgan Register. That work gave a graphic description of the Morgan family, its history to that time, and pedigrees of about two hundred and forty stallions of the blood. Considerable portions of Mr. Linsley's work are given within; the pedigrees published by him have been re-investigated as far as possible, but most of them have been found very correct."

EARL B. KRANTZ

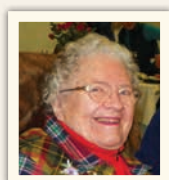


Superintendent of the U. S. Morgan Horse Farm, stated "Not only did Linsley record facts relative to the origin, history, and characteristics of the breed, but his book may be considered the first Morgan Register, for he included, as accurately as possible, pedigrees, descriptions, and the breeders and owners of nearly 250 important early Morgan stallions." *The Morgan Horse*, August 1947.

C. FRED AUSTIN

A frequent contributor to *The Morgan Horse* during the 1940s and 1950s adds, "The work so ably accomplished and recorded by D. C. Linsley dovetails nicely with the facts compiled and recorded by Col. Joseph A. Battell, who worked in a different period of time." *The Morgan Horse*, October 1948

MARILYN CHILDS



Author of *The Men Behind the Morgan Horse* published in 1979, she wrote, "Having determined in 1852 to try to breed some Vermont Morgan stock, Linsley had commenced a study into the backgrounds of various families that had descended from the original Justin Morgan. It was therefore a natural thing for him to amass his material into an essay for the Vermont State Agricultural Society contest."

BETSY CURLER



One of the most respected Morgan historians of the present day, Betsy notes "I usually use Linsley as a starting point for information on the early horses, but I also use his book for other things he covers, like breeding methods. You get insight into breeding practices in Vermont back in his day. I think it was Chapter 11 that I used in my article on A. Fullerton Phillips. He talks about how to perpetuate the Morgan breed. For instance, on pages 201 to 202 he stresses mares are just as important as stallions to establish a breed and the more Morgan stallions in a mare's pedigree the better." She also adds, "I think it is important to state that Linsley was known for his integrity. It related to his train engineering profession. He kept detailed journals. For instance, there were complaints from some of the crews that he couldn't be compromised to do things in a cheaper, easier way, which meant they couldn't make money from corruption. Some of his railroad journals have survived, though they are in different places around the country." ■

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KEY MORGANS DESCRIBED IN THE BOOK MORGAN HORSES

D. C. Linsley famously detailed pedigrees of 240 early Morgan stallions. However, his book also contains narrative histories of many of these horses. The language reveals how horses were thought of, evaluated, bred, and valued in early decades of the 19th century. For instance, he frequently references qualities that might distinguish a horse, or bloodline, as either of saddle or harness type. While it is not possible to discuss all of his notations, a few samples follow.

JUSTIN MORGAN #1

(True Briton x Wildair mare [by Diamond])

Justin Morgan, the single founder of the breed, was foaled in 1789 and died in 1821, a few years before Daniel was born. However, at the time he wrote his book, many men were still living who had known the horse well, so Daniel had ample opportunity to gain valuable firsthand information. Of the Justin Morgan horse, he writes:

“His proud, bold, and fearless style of movement, and his vigorous, untiring action, have, perhaps, never been surpassed. When a rider was on him, he was obedient to the slightest motion of the rein, would walk backwards rapidly under a gentle pressure of the bit, and moved side-ways almost as willingly as he moved forward; in short, was perfectly trained to all the paces and evolutions of a parade horse; and when ridden at military reviews (as was frequently the case), his bold, imposing style, and spirited, nervous action attracted universal attention and admiration. He was perfectly gentle and kind to handle, and loved to be groomed and caressed, but he disliked to have children about him, and had an inveterate hatred for dogs, if loose always chasing them out of sight the instant he saw them. When taken out with halter or bridle he was in constant motion, and very playful.”

Daniel went to great lengths to acquire firsthand testimony from many people who knew the original Justin Morgan horse well. He shares the following from one of Justin Morgan's owners, explaining: “although for a long time steadily engaged in the heavy work of a new farm, his owner at that time informs us that he never knew him refuse to draw as often as he was required to, but he pithily adds: “I didn't very often have to ask him but once, for whatever he was hitched to generally had to come the first time trying.”

SHERMAN

(Justin Morgan x Narragansett mare)

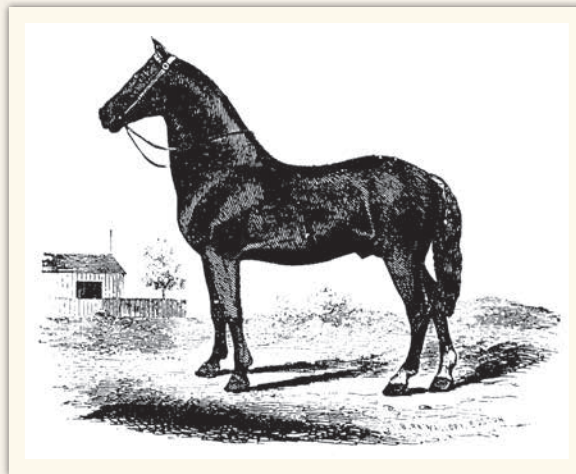
Bred by James Sherman and foaled in 1808 or 1809 out of a Narragansett mare, Sherman became one of the best known and most popular sons of Justin Morgan. Like his sire and brothers, his life was spent in hard work, but known for his both gentle and courageous spirit. Of the Sherman family, Daniel relates another personal incident to illustrate his point:

“They are easily broken to harness, and, though spirited, are very gentle and tractable, and may be easily taught to stand without fastening wherever left. A little circumstance that came under our own observation will illustrate this. Sitting one evening in the hotel in St. Johnsbury, Vermont, and talking with a conductor of the Passumpsic Railroad, we said to him that we understood he had a very smart little mare of the Sherman family. He said he had, that she was out in the street before a cutter, and as the night was not very dark, proposed that we should go out and look at her.

“We went out upon the steps but did not notice any animal about the premises. However, our friend commenced calling ‘Nelly! Nelly! Here Nelly!’ and sure enough the mare, who was standing on the opposite side of the street, and some six or seven rods from us, pricked up her ears, and immediately came over to the place where we were standing. We jumped into the sleigh and took a turn down the street, the mare proving herself as spirited as she was gentle.”

Again, Daniel offers another incident of a stage trip he made to St. Johnsbury from the Franconia Notch House to illustrate the remarkable courage and endurance of the Sherman family.

“The following morning about 9 o'clock, six good-sized individuals (besides the driver), with our baggage, were stowed away in a snug, rugged-looking stage-wagon, to which was attached a pair



TOP TO BOTTOM: Sherman (son of Sherman Morgan by Justin Morgan); Blackhawk #20.

of horses of medium size. The near horse was of a deep chestnut color, about fourteen and a half hands high, very closely and compactly made, with clean, small head, and exceedingly small ears, set pretty wide apart, but very lively and active. The other animal was a gray mare of about the same weight, but at least half a hand higher. She had a fine long hip, and a good hind leg, her shoulders were well shaped, better at the withers than the horse, and she was on the whole a very fair animal, although her general muscular development was decidedly inferior to that of her mate.

“We all objected to starting with so small a team over the hilly country we knew we had to cross; but these remonstrances availing nothing, my companion and I, who occupied the front seat, fell to discussing the chances of getting on with our ‘infant team,’ as he called it, and from this to discussing the relative merits of our nags. The mare was restive, eager, and impatient, and my friend declared with great confidence that all horse-flesh of her dimensions could do, she would. My own fancy had been taken by the full, brilliant, but pleasant eyes that stood out large and full, the ever-restless ears, and the strong muscular loins and quarters of the chestnut. Accordingly, I proposed to ‘back the horse,’ much to the amusement of most of the party.

“Our driver, after several ‘false starts’ from the bar-room, finally took up the reins and ‘gave them the word.’ The mare dashed ahead as if she would pull the driver from his seat. The horse struck out with a short, nervous step, but did not seem much inclined to pull, or move at any but a moderate pace. The mare took us along over the first half-mile almost entirely by the bit, and my companions had a hearty laugh at my chestnut horse.

“A half hour passed, and with it some five miles of our road. By this time bets were not so freely offered on the mare; she had fallen off in her pace, perspired freely, moved unsteadily, and every few moments gave her head a toss that plainly told she was beginning to lose her relish for the work. The day was hot. The horse had worked more freely as he grew warm, but not a muscle moved—save those of his ears—which was not indispensably necessary to give him motion. Thus, we kept on for about twelve or fourteen miles to the end of the first stage, the mare fully satisfied, and panting with heat and exertion.

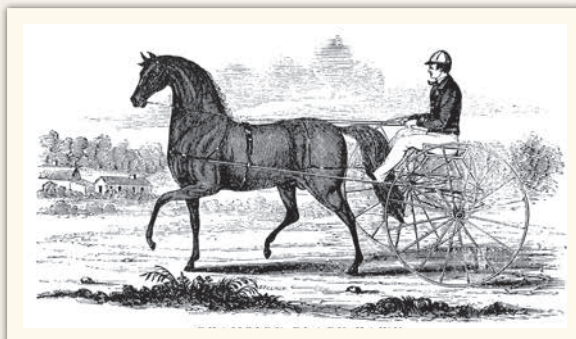
“Here we were to have a fresh team, but one of them being very lame from a sprain, the driver put in only one, and drove the chestnut through to St. Johnsbury. This seemed pretty hard, but the horse did not appear to mind it in the least, and up the long hill as we entered St. Johnsbury he pressed on at the same short, nervous trot he had kept almost the entire way. As we stepped out at the

hotel, we all took a good look at him. His general appearance was that of a horse about ten years old, but what was our surprise when upon speaking of him to my friend Dr. S., we learned that he was one of Sherman’s sons, eighteen years old, and had been running constantly nearly eleven years in a stage team.”

BLACK HAWK #20

(Sherman x mare [by Captain Absolute])

The best-known son of old Sherman, Black Hawk, foaled in 1833, very nearly started a breed of his own. Black Hawk, and many others mentioned in the book, were horses which Daniel himself knew personally, or had taken the trouble to go and see in order to gather the most pertinent information about them. Of Black Hawk, Daniel says, “He comes nearer to our beau ideal of a perfect driving horse than any other animal we have ever seen. Possessed of abundance of spirit and life, there is also manifest a quietness and evenness of temper that makes him under all circumstances perfectly controllable; his step is nervous and elastic, but no unnecessary steps are taken. His style of movement is bold and fearless, while every motion is instinct with grace.” And again, he says, “Black Hawk is a little under fifteen hands high and weighs about ten hundred pounds. His compact, symmetrical, and muscular form, and nervous, elastic style of action give unmistakable evidence of the speed and endurance he has shown upon the turf and road; and although now twenty-three years old, his eye has lost none of its brightness, his health is still excellent, and his movements still graceful and energetic.”



TOP TO BOTTOM: Champion Black Hawk; Ethan Allen.

CHAMPION BLACK HAWK

(Black Hawk x mare [by Cock Of The Rock, 2nd dam by Bulrush])

Of this horse, foaled in 1849, Daniel wrote, “Champion Black Hawk is a dark red chestnut, 15 hands high, and weighs 1,100 lbs., is compact and muscular, with beautiful ear and head. He has taken the first prize at five State and several County fairs. Spirit, style, and action excellent.” For this horse, Daniel included not only a beautiful woodcut illustration, but relays an interesting account published in the *Cincinnati Gazette* of the agricultural fair held in Florence, Kentucky, in which Champion Black Hawk competed:

“The Fair at Florence—Yesterday was the day for the exhibition of horses. In the ring of stallions for harness, of four years old and upwards, the blue ribbon (highest premium) was tied on a dapple gray, but just then Champion Black Hawk, belonging to Messrs. P & L. Melendy, of Hamilton County, Ohio, was brought in, and the multitude immediately shouted, ‘take it off,’ ‘take it

off. "It was accordingly taken off and put upon Black Hawk, and no judgment of the Committee was more heartily approved by the spectators than this. Champion Black Hawk is of the Morgan stock, and closely resembles old Green Mountain Morgan in size, build, and carriage. He is a small horse, but compactly built, indicates power and endurance, and in horseman phrase is 'big for his size.'"—*Cincinnati Gazette* of October 13th, 1855.

ETHAN ALLEN

(Black Hawk x Poll [by Red Robin])

Foaled in 1849, Ethan Allen was America's first equine celebrity of any great magnitude and was Champion Trotting Stallion of the World at four years old.

Daniel describes one of his earlier well-known contests, which perhaps was largely responsible for launching him to fame. "On the 10th of May 1853, a match took place on Long Island between Ethan Allen, three years and ten months old, and Rose of Washington, several months older, for one thousand dollars a side, mile heats, best three in five. This match attracted much attention. Many who knew the mare thought she was sure to win, as she was deemed the fastest horse of her age in the country; but the event proved they were mistaken, as the horse beat her in three straight heats. Time, 2m. 42s.—2m. 39s.—2m. 36s. We believe this is the fastest time on record by a horse of his age.

"We think his only other public trot was in Boston, Oct. 27th, 1855, at the Fair of the United States Agricultural Society, where he received the first premium for speed, beating Columbus, Sherman Black Hawk, and Stockbridge Chief. Time, 2m. 34s.—2m. 87s. Ethan Allen was sired by Black Hawk and is doubtless the fastest trotting stallion that has ever appeared on the turf."

Ethan Allen continued to race for many years after Daniel's book was published, and his famous match race with Dexter was made when he was 18 years old, and he did not retire from the turf until the age of 20.

ROYAL MORGAN

(Sherman x Aldrich mare [by Justin Morgan])

"We saw him in February last; he was turned loose into a yard with several young colts, and although 35 years old, he seemed to trot as readily and easily as any of them, exhibiting much of that elasticity and nervousness of step which characterized him when in his prime. His head is not very fine; ears only medium; eyes beautiful;

neck, crest, withers, shoulders, and chest, excellent; back, loins, and hips, good; and limbs unsurpassed; mane and tail thick and long, and a little long hair about the limbs."

In the August 1858 edition of his *Vermont Stock Journal*, Daniel published a woodcut of Royal Morgan which his owner had made of the horse, then 37 years old, which was done by the head artist in Boston, and showing a horse of remarkable Morgan character despite signs of age. He also printed the owner's letter as follows:

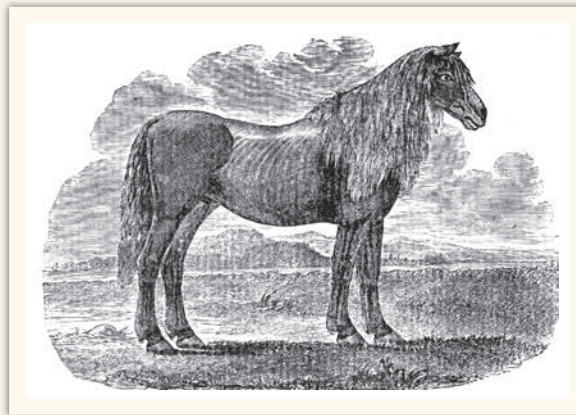
My dear sir,

You see I send you a likeness of the old veteran who "still lives," as Daniel Webster said. The old gentleman got so smart that he broke out of the pasture, and in the operation knocked one of his hips down. He has done some business, but I do not believe he can get a colt. I hope he will but doubt it.

The above is a capital likeness, as I had him daguerreotyped and engraved by the head artist in Boston. He is in good health. I intend having him at our State Fair. Shall you be there?

Yours, Northfield, Aug 5/58

John Gregory



TOP TO BOTTOM: Royal Morgan; Hale's Green Mountain #42.

HALE'S GREEN MOUNTAIN #42

(Gifford x mare [by Woodbury])

In describing Green Mountain, Daniel says, "While under the saddle, or led by a bridle rein, in style of movement—in muscular development—in spirit and action—he need not fear comparison with any horse living. There is a boldness in his style, a fire in his eye, and an unceasing play to every muscle, that once seen by a person having any taste for a horse will never be forgotten."

Daniel also gave the story of Green Mountain's victorious trip to compete in the west, writing, "When Hale's Green Mountain appeared on the show grounds in Louisville, Kentucky, in

1853, he met with a cordial welcome, and the horse was greeted on his entering the exhibition ring with such eager applause as told, full plainly, that his form and his style of action were new, but were appreciated by the thousands of strangers before whom he was moving. It is hardly necessary to say that he received the highest premium, as he had previously done the same season at the Michigan State Fair in Detroit, and the Ohio State Fair in Dayton.

"It is proper to add that the horse was taken from Vermont to Dayton, Ohio, by railroad, without any stop for the purpose of rest. The fair in Dayton being over, he went directly to Detroit, arriving there after the commencement of the fair. From Detroit he went directly to Louisville, where he arrived late the night previous to the last day of the fair." ■