

The horse is a quaint quadruped, with horny hoofs on his feet, a beautiful horsehair tail and a two-foot long head adorned at the end with deep, expressive nostrils as large as golf cups.

Nowadays horses are not common, and only the larger cities possess horse garages where the animals are stored and kept in running order.. Once, however, they were very plentiful and put to a great variety of uses. Years ago horses were used to haul motorless cabs and trucks and street-cars and drays. They were also ridden and as they have no running-boards it was a novel sight* to see the equestrian clambering aloft on to rawboned horses padded with leather saddles and guiding the patient beasts about with leather reins instead of steering wheels.

Moreover, horse races were held in all parts of the country at which vast multitudes gathered and made bets. Oddly enough, the people did not bet on who would be killed, but on what horse would win. The races were intensely tame as the animals never skidded or threw a tire or broke their steering gears, and the swiftest of them did not attain a speed of 40 miles an hour.

The horse, was in fact, the automobile of former times. He had a sixty inch wheel base, or footbase rather, and rode exceedingly hard but could go over very rough country and did not need anti-skid chains in wet weather. He was of about 1-40th runabout power and his fuel was oats which were fed him in a nosebag, instead of from a carburettor. He was both air and water cooled, and was controlled by a bit, throttle and a whip, which served the purpose of a spark advance. He changed from low to high speed or to reverse very readily merely by command of his driver, which is

a point not yet reached by the most ingenious of automobile makers.

The horse was very slow, but was easily steered and usually reliable. Oddly enough the horse usually became nervous instead of his chauffeur, and caused most of his own accidents. He was driven without head or tail lights and without license numbers, and if hauling a buggy provided with a tonneau could transport four people eight miles an hour.

Horse driving was not exciting, but the horse had his strong points. He did not puncture and never ran out of lubricating oil. He was also a self-starter and had no crank, being only dangerous behind. He lasted 10 years with almost no repair expenses and sometimes the owner of a horse awoke to find that he had two horses instead of one, the new one being of the latest model, though very small at first.

Let us admire the horse for what he has done, and let us remember that the automobile trade would never have prospered had the horse not been on hand to haul the early models home.