

ALFRED VANDERBILT WILL DRIVE COACH

**American-Bred Horses to Drag
"Venture" Between Lon-
don and Brighton.**

REVIVE FAMOUS MEMORIES

**Selby's Record for Distance Is 3 Hours
54 Minutes—American Amateur
Will Drive 52 Miles Daily.**

Alfred G. Vanderbilt will sail for England Tuesday to realize the project which has been interesting coaching people and sportsmen generally for some time past. Mr. Vanderbilt will endeavor to revive the combination of pleasure and business which was the delight of coaching men in days gone by. The charm of four-in-hand driving has never been effaced, and the lovers of horses find no little enjoyment in the meets of the Four-in-Hand Club and Coaching Club. While Mr. Vanderbilt will revive the glorious traditions of coaching between London and Brighton, the project is far more important to the American public generally, as it means the introduction of American-bred trotting horses for English coaching purposes.

For some years past amateur four-in-hand drivers in England have been gradually dropping out of the sport until E. H. Brown, with the Perseverance coach, was the only one left. Several mishaps with electric cars finally led Mr. Brown to take the Perseverance off the road. In starting the Venture on the derelict Brighton road, Mr. Vanderbilt is repeating history in a rather curious way. In 1873 it appeared as though there would be no Brighton coach at all, but at the last moment an American, W. G. Tiffany, was found to have the ambitions of a coach proprietor, and in his hands the road was very well done. From that time there has never been a Summer without a London and Brighton coach excepting last year.

From the days when George, Prince of Wales, built himself a pavilion at Brighton the road between the watering place and London has been a favorite with the coaching men. Cumbersome vehicles did not make the sport attractive, but amateur talent began to appear on the Brighton road as early as 1811. In that year thirty-four coaches passed daily between London and Brighton, conveying about 12,000 persons every month. This activity lasted until the railroad between London and Brighton was completed.

For many years the trip occupied fourteen hours, which was then considered a noteworthy performance. But in 1823 driving was recognized as a fine art and the time was cut down to ten hours. The present English Four-in-Hand Club was organized in 1866, and as a result the "Old Times" coach was started to Brighton and worked on alternate days. Col. Stacey Cutherow and others continued to work the road until Mr. Tiffany came on the scene. In 1875 Stewart Freeman began his long connection with the road.

The famous coachman Jim Selby put the "Old Times" coach on the road during the Summer of 1888 and did the double journey in a day once or twice a week. It was on July 13, 1888, that Selby's notable drive against time was made. He took the "Old Times" from Hackett's, in Piccadilly, to the Old Ship Hotel, at Brighton, and back in 7 hours and 30 minutes, the time from London to Brighton being 3 hours and 56 minutes and that from Brighton to London 3 hours and 34 minutes. Lord Somerset presented a gold-mounted whip to Selby, and when the latter died Mr. Eustis purchased the whip and presented it to the American driver W. G. Tiffany.

The Brighton Road has always been associated with matches against time, though Selby's is the most famous of all. As early as 1816 Capt. Brody drove a tandem in 4 hours and 50 minutes, and in the same year Capt. Trombell of the First Life Guards wagered \$2,500 that he would also drive a tandem over the distance, but occupying less time and without changing horses. He beat the best tandem record by 5 minutes. George, Prince of Wales, drove 3 horses, one in front of the other, from London to Brighton in 4½ hours. These are a few of the incidents that mark the coaching history of the Brighton Coaching road. Whether Mr. Vanderbilt will attempt to cut these figures is an open question.

Mr. Vanderbilt's horses, to the number of eighty have been in England under the care of his stable manager, Charles W. Wilson, for the past two months. They are all trotting bred, and distinctly American in type and breeding. They are in excellent condition, and Mr. Vanderbilt will begin his coaching project the first week in May, and continue for six weeks, ending in time to take up the duties as judge at the Olympia International Horse Show.

Before leaving for England Mr. Vanderbilt denied that he had any intention of trying to break Selby's record, and said:

"The coaching trip between London and Brighton will be run on regular daily time scheduled. The report that I intend trying to establish a new road record between the two points is entirely without foundation. Last year was practically the first appearance of American-bred trotters as coach horses in England. I am simply repeating the experiment on a broader or more comprehensive scale. In other words, instead of exhibiting the horses in a tanbark ring, I shall put them where they belong, on the road. The distance between London and Brighton, fifty-two miles, makes a nice day's run, and that is why this route has been selected. In addition it runs through one of the prettiest sections in England, and the driving will be all the more attractive.

"I shall drive for about six weeks, and as I have accepted the invitation of the Olympia Horse Show management to judge I shall discontinue the driving a couple of days before the show opens. I am anxious to show the English horsemen that the American-bred trotters are the best for coaching purposes, and I am sure I can do so with the horses I have over there."

EL CUCHELLO'S HARD TASK.

**Joseph E. Widener's Steeplechaser
Will Find Auteuil Obstacles Difficult.**

Word has been received from France that Joseph E. Widener's steeplechaser, El Cuchillo, is doing well in the stable of Eugene Fischhof, the well-known patron of French steeplechasing, where he is being trained for the \$27,000 event at Auteuil. This is the richest cross-country prize in the world, and its winning confers prestige second only to that gained by victory in the Liverpool Grand National, which was won last Friday by an American-bred horse, Rubio.

There is considerable American thoroughbred blood now on the French turf. Halma has several sons and daughters racing there, and W. K. Vanderbilt's Schuyler, a son of Meddler, was one of the best youngsters last year. The taking of a developed racer, and especially a steeplechaser to France, however, practically created a precedent, and the outcome will be watched with interest.

While it cannot be said that El Cuchillo represents the highest development of American cross-country performers, he has established an enviable reputation in this country. He has been at the game only two years and retired undefeated last season. Were it a question of jumping only or covering the same courses that he has been used to the probability of El Cuchillo meeting with success would be much greater. Conditions, however, are vastly different, according to those who know the French courses, and they doubt if the horse will have time to become thoroughly accustomed to the new twists of the game before he is required to perform.

The jumps at Auteuil are of a greater variety and the country itself is stiff compared with our courses. Several of the jumps at Auteuil are similar to American's, but others are absolutely different and more difficult to take.