

# **From Track to Trench: Civil War on the Turf**

## **A National Museum of Racing and Hall of Fame Course**

From America's inception, horse racing has been our most beloved national pastime. In the 1800s, a city wasn't truly a city until it had a racetrack. The equivalent of "water cooler conversation" back then was to discuss horses. Millions flocked to the turf annually to see talented thoroughbreds race for gold and glory.

This course will follow the trajectory of America's greatest sport during America's greatest national crisis. The American Civil War changed the face of the nation, and likewise, changed the sport forever. Racing historians split the sport into two distinct categories: pre-Civil War, and post-Civil War. In many ways, the history of horse racing mirrored the history of America itself. They were intertwined in a way that few sports are. How did this happen? What was racing like before the war, and how did it change? What were the key figures that made racing what it is today? Follow along during this journey through America's sport, and America's crisis.

Targeted Grade Levels: 9-12

Subject: Social Studies, United States History

# **Activity One**

## **The Tragic Prelude: Events Leading Up to the Civil War**

How could a country founded on the principles of freedom permit the evils of slavery? Was war inevitable, or was there an alternative solution? Before diving into the course, it's important to outline the path America took to reach this point. This activity will catalogue the most important and notable events that would eventually snowball into the American Civil War. Discuss these events with your classmates, and analyze their significance on the war to come.

**1787 CE:**

### **The Three-Fifths Compromise**

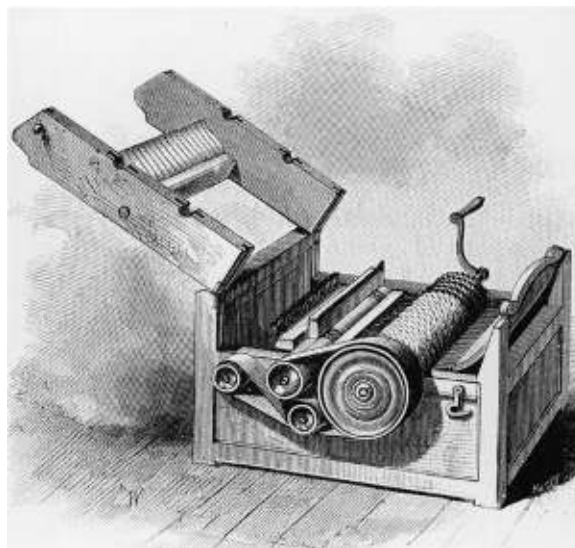
The Constitutional Convention agrees to the three-fifths compromise, where every slave will count as three-fifths of a person for determining the population of states, and thus their political power in Congress. This gave southern states a disproportionate amount of political power relative to northern states, leading to lingering resentment.



**1793 CE:**

### **The Cotton Gin**

Eli Whitney invents the cotton gin, leading to a massive increase in cotton production across the south. This likewise leads to an increasing demand for slaves, and the enslaved population skyrockets.



**1820 CE:**

**The Missouri Compromise**

President James Monroe signs the Missouri Compromise, an act intended to balance the interests of slave states and free states by outlawing all slavery above the 36th parallel while allowing it below. This does not solve the issue of slavery, but instead kicks the can down the road in a series of increasingly fraught compromises that do little to resolve the root issue.



**1831 CE:**  
**The Liberator**

The Liberator, an abolitionist newspaper, is published for the first time. Newspapers like The Liberator demonstrated how abolitionist sentiment was becoming more common throughout the United States, and people were beginning to organize with the direct goal of ending slavery.



**1831 CE:**  
**Nat Turner's Rebellion**

One of the largest slave rebellions in American history breaks out in Virginia. Though the rebellion was brutally suppressed by state militia, it scared southern states into thinking that other mass uprisings were possible, leading to increased crackdowns and hardening the institution of slavery.



**1837 CE:**  
**Elijah P. Lovejoy**

Noted abolitionist and newspaper editor Elijah Parish Lovejoy is murdered in Illinois by a pro-slavery mob. Upon his death, he immediately became a martyr for the abolitionist cause, and details of his death sparked outrage across the north. Abolitionist sentiment skyrockets across the north, and Lovejoy is referred to as "the Civil War's first casualty."



**1852 CE:**  
**Uncle Tom's Cabin**

Harriet Beecher Stowe publishes her novel "Uncle Tom's Cabin" in two volumes over the course of 1852. The novel paints in vivid details the horrifying reality of slave life on southern plantations. The novel shocked America, and had a profound impact on attitudes towards slavery at the time. It was the best-selling book of the century and fueled abolitionist sentiment in America.



**1854 CE:**

## **The Kansas-Nebraska Act**

Congress passes the Kansas-Nebraska Act, allowing states to vote for themselves on whether or not to allow slavery. This effectively ended the Missouri Compromise. Though lawmakers believed this would end the debate over slavery, it had the opposite effect. Northerners were outraged at the repeal of the Missouri Compromise, and the act led to horrible violence between pro- and anti-slavery settlers in the American west. The Act indirectly led to the rise of the Republican Party, and eventually, Abraham Lincoln.





**1857 CE:**

**The Dred Scott Decision**

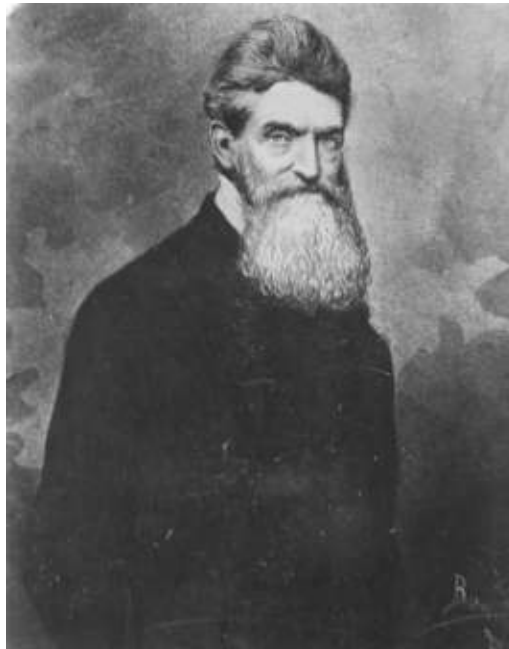
The Supreme Court rules that civil rights in the US Constitution do not extend to black people. While slaveholding states applaud the decision, it is widely derided in all other states. Considered to this day one of the worst Supreme Court decisions in American history, the Dred Scott case dramatically inflamed national tensions and deepened the divide that would eventually lead to the Civil War.



**1859 CE:**

**The Harpers Ferry Raid**

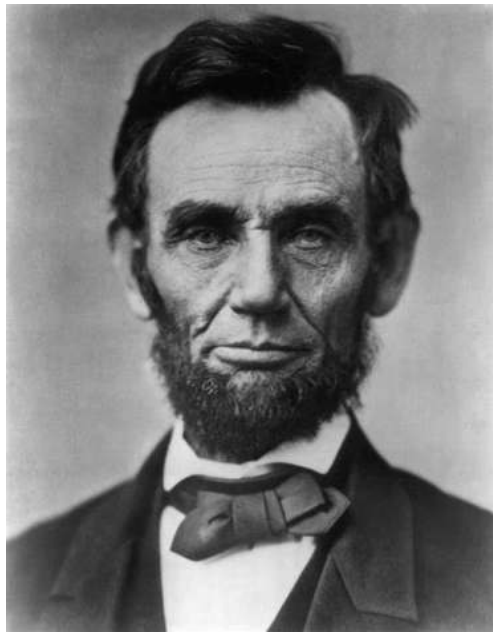
Abolitionist John Brown and several supporters attempt to incite a slave rebellion in Virginia. Though unsuccessful, the crisis led the south to believe that their way of life and the institution of slavery was under severe threat. Southern slaveholders believed that northern agitators would continue attempting to incite rebellion until slavery was abolished. John Brown was hailed as a martyr and hero in the north, where he became an icon for the abolitionist cause.



**1860 CE:**

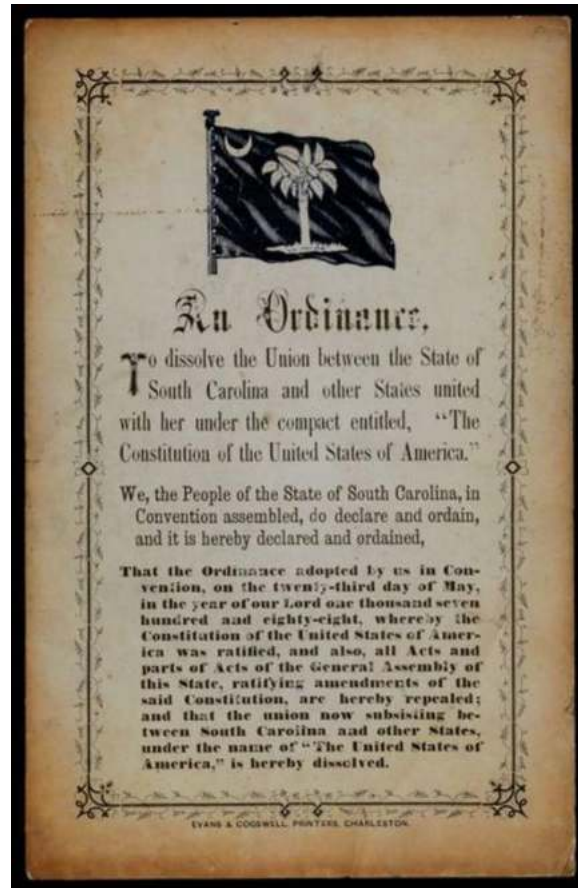
**The 1860 Presidential Election**

Abraham Lincoln is elected President as an outspoken abolitionist. Lincoln campaigned on ending the expansion of slavery, but also allowing it to continue in states where it already existed. Nevertheless, the election of an abolitionist was considered a bridge too far for the southern states, who were outraged at the prospect of being governed by someone so opposed to slavery.



**1860 CE:**  
**South Carolina Secedes**

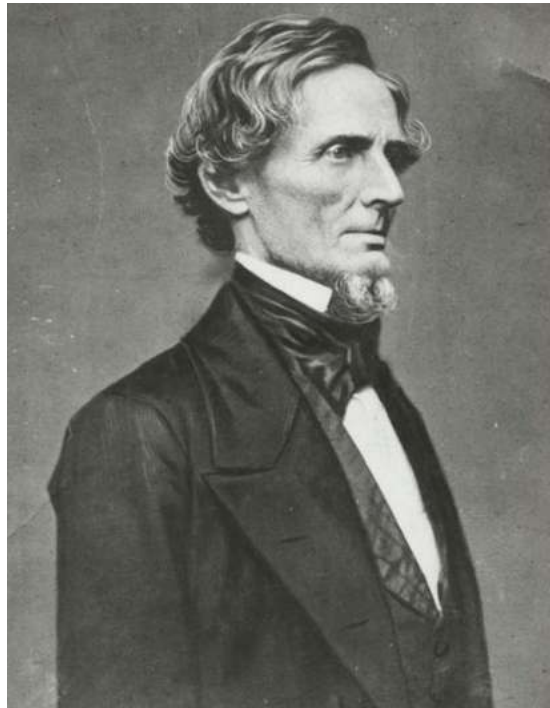
South Carolina formally declares secession from the United States, the first of eleven states that would become the Confederacy. In their declaration, South Carolina decreed that their reason for secession was directly due to northern opposition to slavery and the election of Abraham Lincoln.



**1861 CE:**

## **The Confederate States of America**

Delegates from the seceded states come together to form the Confederate States of America and elect Jefferson Davis as president. This Confederacy is not recognized as legitimate by the American government.



**1861 CE:**

## **Firing on Fort Sumter**

Confederate troops fire upon Fort Sumter, beginning the American Civil War.



## Activity Two

### The First Pastime: Horse Racing in the Early 1800s



A Race Meeting at Jacksonville, Alabama (Proper), W. S. Hedges, British, 1831 - 1847, Birmingham Museum of Art

Thoroughbred horse racing is the oldest sport in America and one of the oldest sports in the world. It has been practiced continuously in some form or another since ancient times, with chariot racing being one of the most widespread sports in Ancient Rome over two thousand years ago.

Horse racing was one of the most popular sports in Europe by the time early American settlers began settling in North America. Great British race tracks attracted thousands of spectators and commanded the country's attention. It was natural that when Britons and other Europeans came to America, they wanted to bring their beloved sport with them.

American horse racing traces its roots back to the 17th century, when the first racetrack in North America opened on Long Island in 1665. The Newmarket Race Course took its name from one of England's most prominent racetracks. It no longer exists today, but when it first opened its doors over 350 years ago, it was the first sporting venue of any kind in what would eventually become the United States.

Before Newmarket, the island of Manhattan was controlled by the Dutch. British colonists, backed by the powerful Royal Navy, were able to wrest control of Manhattan from them. The colonial governor of New York, Richard Nicolls, wanted to create something that brought the island's Dutch and British communities together. The result was a racetrack where both sides could enjoy a European sport they had in common.



Silver reproduction of a porringer from 1665. The original porringer is at Yale, and this copy was gifted to the museum. This silver cup represents the first trophy ever awarded in any American sport at a racetrack on Long Island in 1665.



The Newmarket Race Course on Long Island was the first sporting venue of any kind in the American colonies, and began a longstanding tradition of athletic competition in what would eventually become the United States. This silver porringer from the Museum's collection is a replica of the original silver porringer awarded to the first ever winner at the Newmarket Race Course. It represents the first trophy ever awarded in American horse racing, and the first trophy ever awarded in any American sport.



Sterling silver with gilt lining. British racing trophy. American trophies were often repurposed English trophies with original inscriptions untouched, but new inscriptions added. By Robert Garrard II.

At first, Americans reused trophies from British races as trophies for their races. This is a trophy from a race in England that was then repurposed as a trophy for an American horse race. At the time, American colonists mostly saw themselves as British, and American racing inherited a lot of traditions from British racing. Even the word “derby” refers to a prominent British lord. It wasn’t until the American Revolution when anti-British sentiment led to Americans splitting away from their English counterparts and developing their own traditions and trophies. In fact, the War of 1812 is credited with helping to jumpstart the American breeding industry. Before then, most high-end thoroughbreds were imported from Europe. With another spike in anti-British feeling among Americans as a result of the war, there was a renewed push to distance themselves from Europe. New trade embargoes forced America to develop its own breeding industry, which led to the first crop of American-born thoroughbred racehorses.





Oil on canvas. Painting by Edward Troye of Hall of Fame horse, Boston. Boston won 40 of his 45 career starts. He was a prolific sire, most famously the sire of Lexington. A foundational horse for American thoroughbred stock.

The racehorse Boston was foaled in Richmond, Virginia in 1833 by John Wickham, an attorney. Boston was considered a great racehorse, winning 40 of 45 starts, 30 of which were 4-mile races. He sired many successful racehorses, and was America's leading sire for three years. Boston helped to establish America's racing pedigree and thoroughbred stock. He also reflected the dominance of the American South in horse racing at the time. Before the Civil War, most racetracks and thoroughbred facilities were located in the South. This was a consequence of the South's warmer climate, larger plantations, and immense agricultural wealth which naturally led to the development of equine breeding facilities in the region. While horse racing was undoubtedly a national sport, the South was the undisputed king of that sport, and tensions between the two sides often played out via rivalries on the racetrack.



Oil on canvas. Painting by Edward Troye of Hall of Fame horse, Lexington. Lexington set the record for the fastest four-mile race. His racing career ended due to blindness. He went on to sire 238 winners and many Hall of Famers. Considered one of America's first great sires.

Boston's most famous offspring was the horse Lexington. Originally named Darley, he was renamed Lexington because he was sent to represent Kentucky in a "great state race" held in New Orleans in 1854. Before the Civil War, many Americans felt more attachment to their states than to the federal government, and interstate rivalries were not uncommon. Attachments to individual states before the United States as a whole was a contributing factor to the escalating situation that would eventually become the Civil War, and Lexington's participation in the great state race was just one example of how those feelings played out before the war began. During his career, Lexington was a very successful racehorse, having won 6 of his 7 starts and setting the record for the fastest four miles, a highly coveted record at the time. In the mid-1800s, horse racing in America was more a test of endurance than speed, and four mile heats were quite common. Following the end of his racing career, Lexington was bought by Robert A. Alexander for \$15,000, the highest price ever at the time for a horse. He then was taken to Alexander's breeding farm where he sired over 200 winning racehorses and was named America's leading sire for 16 years. Lexington helped to establish much of America's thoroughbred stock during and after the Civil War.



Framed and mounted steel horseshoe with letter. Following Lexington's famous race against time when he set the record for fastest four-mile run, his horseshoe was taken off by a stable boy. The first item in the museum's collection, Lexington was one of America's first celebrity racehorses, and the nation's obsession with him reflected the importance and popularity of racing as a key American sport.

This horseshoe in the Museum's collection was worn by Lexington during his famous "race against time" in 1855. During this era, races were much longer than they are today. The longest races were up to 4 miles long, and it was best two out of three, so a horse could possibly have to run up to 12 miles in a single day. For comparison, the longest American race today is just 1.5 miles long. Jockeys and horses were prized for their incredible stamina more than their raw speed, and Lexington was one of the best of his day.

Lexington's prominence and celebrity status reflected racing's position as America's most beloved sport throughout the 1800s. Horse racing back then retained the popularity that American football does today. Every major city in America had a racetrack, with particularly large cities hosting multiple tracks. Even relatively minor cities could have a racetrack of their own. Dozens of horse racing periodicals were circulated across the nation, and track attendance was consistently high. The biggest sporting events in the American popular consciousness at the time were horse races. This massive public attention made popular racehorses like Lexington a household name. Journalists reported on Lexington's every move, and he was hounded by photographers for much of his life.

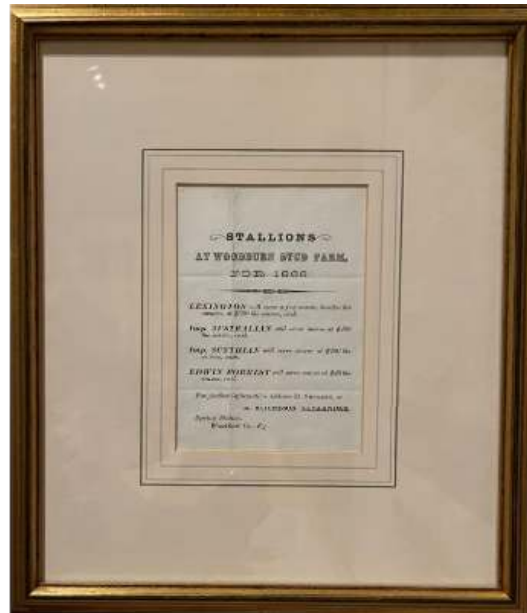
The ubiquitous nature of horse racing in America during the 1800s meant that many of the country's most prominent names had ties to the sport. It also meant that the sport

and the nation were inextricably linked, and their paths largely mirrored each other. Political tensions were played out on the racetrack. Match races were held between Northern horses and Southern horses in a battle for prestige and political points. And, just like America itself, horse racing was marred by its affiliations with slavery and use of slave labor and jockeys. American history was racing history, and vice-versa.



Oil on canvas. This painting by L. Rowley Jacobs is a copy of an 1845 original by G. P. A. Healy. It is a painting of Lexington's breeder, Dr. Elisha Warfield. Dr. Warfield was also involved in the founding of the Kentucky Association and the creation of America's second enclosed racetrack. Noted breeder of American racehorses.

Pictured above is Dr. Elisha Warfield, a prominent Kentucky horse breeder. He bred many thoroughbreds, including future Hall of Famer, Lexington. Dr. Warfield was involved in the creation of the Lexington Jockey Club and Kentucky Association, the latter of which regulated thoroughbred racing and breeding. The Kentucky Association was the first turf association and was responsible for building the second enclosed racetrack in America. There were very few standardized systems or rules in place for racing during the 1800s, but organizations like The Kentucky Association and people like Warfield helped to bring some sense of stability and consistency to a sport that could vary wildly depending on state lines. America itself was not as centralized as it is today. Individual states could exercise enormous power and influence with very little oversight, which led to a hodgepodge of rules for horse racing throughout the country. This aspect of the American political system would lend credence to the idea that individual states were free to secede from the Union at any time they wanted.



Broadside from Woodburn Stud, one of America's preeminent breeding farms. Popularity of farms like Woodburn reflected America's homegrown breeding industry. Raided multiple times during the Civil War.

Kentucky was the epicenter of horse racing and breeding in the 1800s. Above is a list of stallions and their stud fees at Woodburn Stud Farm from the year 1866. Owners of mares could pay the fee and then breed their horse with the stallion of their choosing. By 1866, Lexington had been named America's leading sire 5 years in a row, which is why his stud fee is considerably higher than the other three stallions. Kentucky was a slave state at the time, but chose to remain with the Union when hostilities broke out. This decision, and Kentucky's placement as a border state, made it a battleground during the war and a target for Northern and Southern raiders. In fact, the Woodburn stud farm itself was raided multiple times during the war, and Lexington was nearly stolen at least twice. Prized thoroughbreds were useful warhorses, and became tempting targets. Kentucky would go on to play a crucial role over the course of the war, with Abraham Lincoln himself saying, "I hope to have God on my side, but I must have Kentucky."

## **Activity Three**

### **Sign of the Times: A Horse Racing Periodical**

In the 1800s, horse racing was so popular that there were dozens if not hundreds of unique sporting newspapers and periodicals that focused solely on horse racing. Practically every single major city had at least one dedicated racing newsletter that reported on key races and celebrity racehorses. Below is an example of one of these periodicals: The Spirit of the Times. First published in 1831, The Spirit was one of the most prominent racing periodicals of the 1800s. This particular issue is from October of 1839. Beside it is an issue of the Los Angeles Times from October of 2017. Compare and contrast the two newsletters. Read through each, looking for similarities and differences. These two newspapers were written nearly 180 years apart. Circle and connect key elements from both, and consider how horse racing in the 1800s was similar to major American sports coverage today. Feel free to write notes upon this document, then discuss.



# Spirit of the Times

A Chronicle of the Turf, Field Sports, Literature and the Stage.

OFFICE: 100 NASSAU ST. NEW YORK, N.Y.

NEW-YORK, SATURDAY, OCTOBER 12, 1890.

VOL. IX.—N. 32.

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# SPORTS

Sunday, October 8, 1917. MORE AT FACEBOOK.COM/LADAILYNEWS AND TWITTER.COM/LADAILYNEWS

NLDS GAME 2



The Dodgers' Yasiel Puig celebrates Saturday night after reaching third base in the fourth inning against Arizona. Puig went 2 for 4 with two RBIs.

## DODGERS GO UP 2-0

They manufacture runs to counter D-back HRs, move one win from next round



Arizona starter Robbie Ray allowed four runs and four hits with four walks in 4 1/3 innings to take the loss on Saturday.

**By Bill Plushnick**  
 @billplushnick  
 LOS ANGELES — Forget everything you learned this season.

In the Year of the Home Run, the longball ruled. Lunch angles and exit velocity were the "wides" and "tils" of Statcast Era-speak (all three years of it) — terms you had to tune around or risk being seen as, well, halfwits and twits.

But the Arizona Diamondbacks have hit his home runs in the first two games of their National League Division Series — and lost both games. The Dodgers did their part in baseball's power surge, hitting a franchise-record 221 home runs during the regular season, but only one in this series, none on their way to an 8-0 victory in Game 2 Saturday.

The Dodgers head to Arizona for Game 3 with their first 2-0 lead in a postseason series since their NLDS

The main role of starting pitchers these days is merely the opening act

**LOS ANGELES** — This Division Series will not be ruled by a starting pitcher, the way they all once were. Robbie Ray of Arizona had a chance to take three extra innings and herd those Dodgers into unseemingly comfortable corners. Circumstances, including those created by his own team, denied him that.

Pitching with two days' rest after a relief appearance Wednesday, Ray had his speed but not his direction in Game 2, and the Dodgers didn't let him escape the fifth inning. They went on to win, 8-5, and take a 2-0 lead to Phoenix on Monday, and one more win in any of the next three games takes them into the National League Championship Series for the second consecutive year.

Read Dodge Stadium veterans

**Colletti tells all**

Ned Colletti has released a new book, exploring his experiences as a sports writer, Dodgers GM and TV analyst. [Read more](#)

dailynews.com

RAMS

## McVay's creativity a boon for Goff

As much as Jared Goff would like to forget that a pretty cold right last December and how Rich and Sheron pushed him along the Rams' Thursday night game against the Seahawks with a concussion, he can't.

"Yeah, I remember it," Goff said. "Maybe that's a good thing. For everyone, the knowledge that Sheron delivered to Goff last year came to define everything Jeff Fisher did wrong in handling Goff's rookie season. And how incredibly short the staffers could fill in creating the protective, supportive environment as a veteran quarterback tends to arrive."

Let alone a first-year quarterback the Rams invested six draft picks into acquiring and one they were banking on becoming the face of their franchise.

Looking back now, nearly a full year later, with Goff developing into one of the best young quarterbacks in the NFL and the Rams emerging as legitimate contenders, it's incredible to think how far they've traveled since last December and how astutely new Coach Sean McVay and General Manager Les Snead have constructed the safe surroundings from which Goff now operates.

Amazing what happens when suburbanite and stamenes is replaced by creativity and open-mindedness and vision. The latter of which McVay and his staff have injected in abundance in the way the Rams now build their roster, teach, develop, game plan and game manage.

BORISBECKER • PHOTOS

AT GLANCE

Chargers (0-4) at Giants (0-4) today, 10 a.m., Ch. 2  
 Seahawks (1-2) at Rams (3-1) today, 1 p.m., Ch. 2

WISSENER • PAGE 4

## **Activity Four**

### **Turf War: Horse Racing in Wartime**

During the Civil War, horse racing was mostly suspended across the country, with a handful of exceptions. Horses were needed for the war effort, and some tracks were repurposed as army camps. Nevertheless, despite the hostilities, racing still continued in one form or another in certain parts of the country. However, it did mean that the sport had to adapt. Much of America's racing moved into the North and away from the frontline. Southern farms and plantations were routinely destroyed or occupied by Union forces, pushing the epicenter of racing further north. The South's stranglehold on the sport gradually vanished by the war's end, and the North became the new center of the sport.

Take a look at some of the events happening across the nation during the five years of wartime. Based on these events, compare and contrast what it must've been like living in each region of the country during the war.



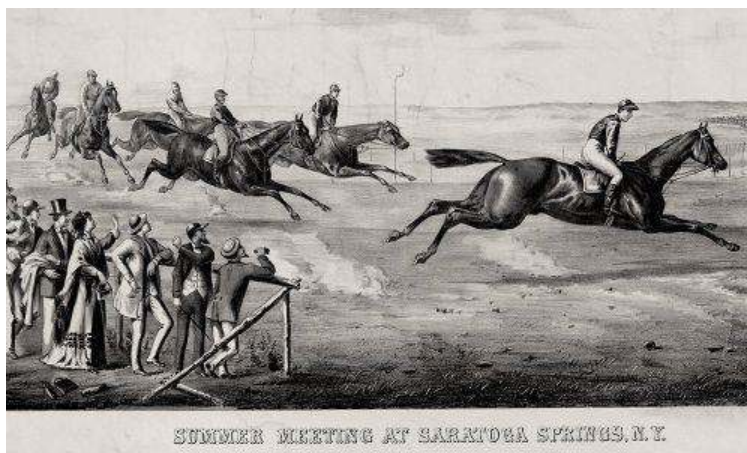
IN THE NORTH...

### 1861: Racing Continues in New York City



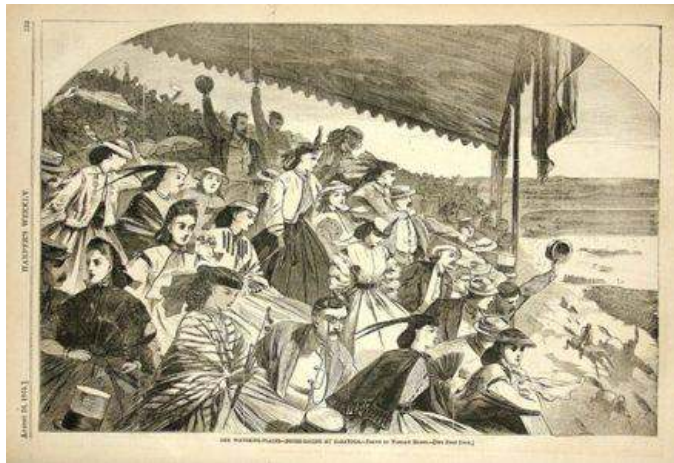
America's largest city had multiple tracks by the start of the Civil War. All tracks continued to host racing meets through 1861 and 1862. New York was largely removed from the actual front line of the war and could continue operating racetracks with relative ease. Many high-profile races with enormous purses moved into the New York metropolitan area, and by the war's end, New York City was the undisputed center of American horse racing.

### 1863: Saratoga Race Course Founded



A four-day racing meet is held in Saratoga Springs, NY, in 1863, a mere month after the Battle of Gettysburg. The meet was highly anticipated, with racing fans starved for some action as a result of the war, and over 3,000 people attended the first day of the meet. Track founder John Morrissey took advantage of the war to establish a racetrack in upstate New York, well away from the front line, for patrons who were desperate for their fill of racing during the turbulent time.

### **1864: New Racetrack in Saratoga Springs Dominates**



Following the success of the 1863 meet, a larger course was built for the 1864 meet in Saratoga Springs, NY. That meet drew an even larger crowd than the previous year, including many notable figures, such as Robert Todd Lincoln, President Abraham Lincoln's son.

IN THE MIDWEST...

### **1861: Racing Continues in Chicago**



Chicago was relatively removed from the war, and horse racing in the city continued unchanged despite the war. Attendance and purses stayed at pre-war levels, demonstrating continued resilience and newfound Northern dominance. Chicago also hosted the 1862 World's Horse Fair, an event to showcase and race different types of racehorses.

### **1863: Racehorses for Sale in Ohio**



In March of 1863, a few trotting horses were advertised for sale in Ohio. The inclusion of their race times on the advertisements indicates they were being sold as racehorses and not warhorses. This demonstrated continued interest in the sport across the North, despite the war. The North was not as hard hit from the war as the South was, and racing could continue relatively unscathed in certain areas. The continued selling of racehorses in Ohio demonstrated the resilience of the sport and how it was shifting away from the South.

### **1864: Chicago Sees Continued Success**



In July of 1864, Chicago hosted a meet that originally had a purse of \$10,000, but it attracted so many entrants that the purse was increased to \$25,000. This reflected increasing optimism in the North that the war would come to a conclusion sooner rather than later. This optimism manifested itself in increasing confidence at sporting events like this, along with increasing crowds and purses.



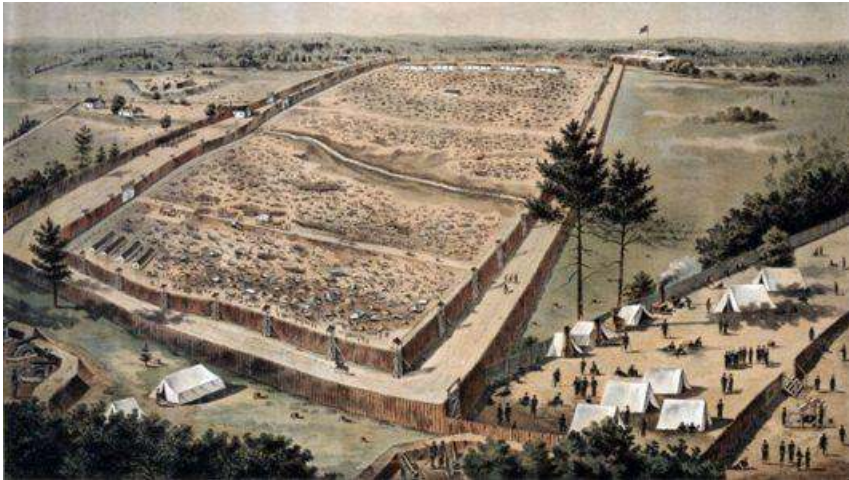
## 1865: Horse Thieves in Chicago



In 1865, the Chicago Driving Park Association proposed that tracks around the nation work together to prevent stolen horses from being raced by thieves. At this stage of the war, uncontrolled bands of roving guerillas were a far greater threat to racing than invasion by a Confederate army. "Bushwhackers" roamed the countryside, raiding farms and stealing horses. Many of these criminals were deserters from Union or Confederate forces, or were irregulars from their respective armies acting on orders to disrupt enemy supplies. Bandits would continue to be an issue even after the war formally ended.

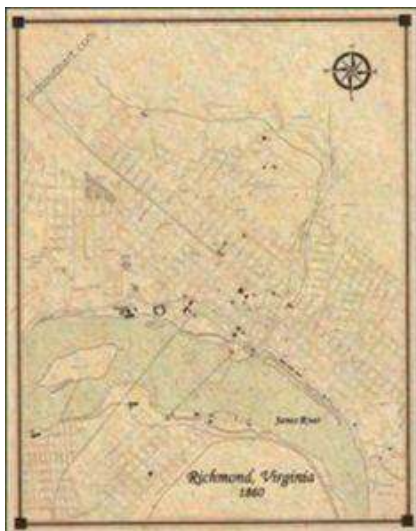
## AROUND THE CAPITOL...

### 1861: Washington, DC Under Siege



The nation's capitol was in a vulnerable position at the start of the war, being dangerously close to the Confederate capitol of Richmond, and horse racing in the city ended almost immediately. However, DC's vulnerable position was also a strength: Union army troops could launch attacks into the South from the Capitol. Racecourses throughout the city were scooped up by Union forces and retooled as army camps because their already built-up infrastructure made for easy boarding of soldiers, horses, and supplies. Union regiments performed training drills on the grounds of DC's most prominent racetracks.

### 1861: Breeding Farms Destroyed



In 1861, at the onset of hostilities, many horse breeding farms in Virginia and the Carolinas were destroyed by Union forces. These farms were viewed as legitimate war targets, as horses were necessary for the war effort. These actions destroyed large chunks of America's thoroughbred stock, and severely limited the South's ability to breed more. It would take years to rebuild, and the South lost its dominant position in the sport for decades afterwards.

### **1863: Racing Resumes in Washington, DC**



In November of 1863, the nation's capitol held its first meet since the beginning of the war. After the decisive Battle of Gettysburg, the tide had firmly shifted in favor of the Union, and there was little threat of further invasion after the Confederacy's failed push into Pennsylvania. At this point in the war, the Union was largely on the offensive, and the South could no longer afford the kinds of invasions they had attempted earlier in the war. This brought racing back to the capitol. Horses from all over, including Canada, New York, and New Jersey, were brought in to race. The spectacle attracted nearly 4,000 guests each day. The return to relative normalcy reflected the changing character of the war and the Union's stronger position.

## 1864: Racing Suspended Again in Washington, DC

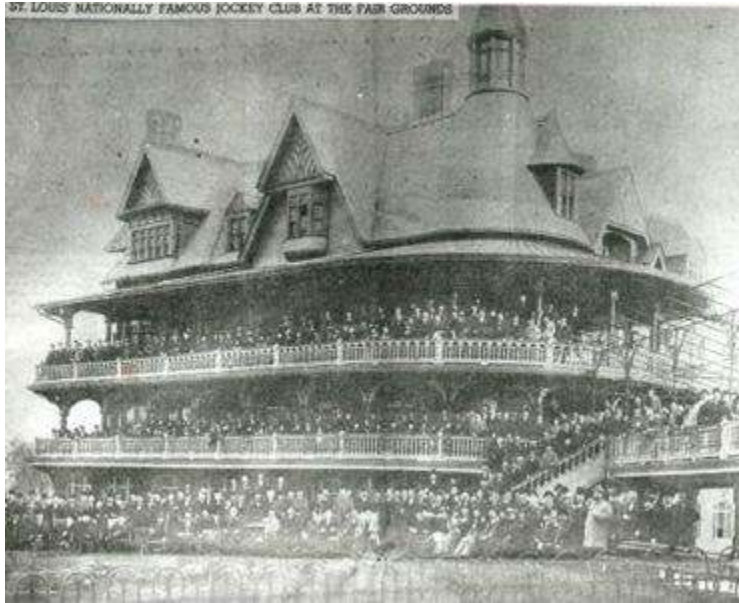


The nation's capitol attempted to hold a racing meet in the spring of 1864, but was forced to cancel due to an unexpected Confederate incursion into the area. Though the Confederacy could not sustain any large-scale movements into the DC area, a Confederate force still attempted a last-ditch assault on the Capitol that was repelled four miles from the White House. The Confederate army made no other serious attempt to attack DC and retreated shortly afterwards. Nonetheless, following this surprise attack, thoroughbred racing in Washington was postponed until the war ended. One-day trotting races were still held in the city.



## IN THE BORDER STATES...

### 1863: Unionist Sentiment in St. Louis



"St. Louis Nationally Famous Jockey Club at the Fair Grounds", 1896

Like Kentucky, Missouri was also a hotly contested border state. It never seceded and remained nominally neutral. The largest city, St. Louis, was a Union stronghold and a hotbed for Unionist support. A four-day racing meet was held in St. Louis in June of 1863, the first horse racing in the city since the beginning of the war. After the success of this meet, a ten-day one was held in October. Outside of St. Louis, Confederate guerillas engaged in an irregular campaign against Union forces.

## 1863: Horse Auctions in Kentucky



Prominent horse breeder, R. A. Alexander, held a two-day horse auction on his farm outside Lexington in June of 1863. Sixty-eight of the seventy-five offered horses were auctioned off or sold. The success of this auction demonstrates the renewed demand for racing stock, and Kentucky's role as a critical border state in Union control. Kentucky did not join the Confederacy or secede from the union, and remained largely in Union hands. Despite cross-border raids and incursions from Confederate guerillas, this meant that Kentucky was able to continue operating their breeding farms relatively normally. This is why, despite the South's diminished role in American racing after the war, Kentucky remained a very prominent center of racing and breeding in the country, and it remains so to this day.

### **1863: Racing Continues in Louisville**



Kentucky was allowed to continue horse racing as a border state not aligned with the Confederacy. Louisville hosted one meet a year in 1861, 1862, and 1863. Lexington was hosting 3 a year but dropped to only one in 1863.

### **1864: Racing Succeeds in St. Louis**



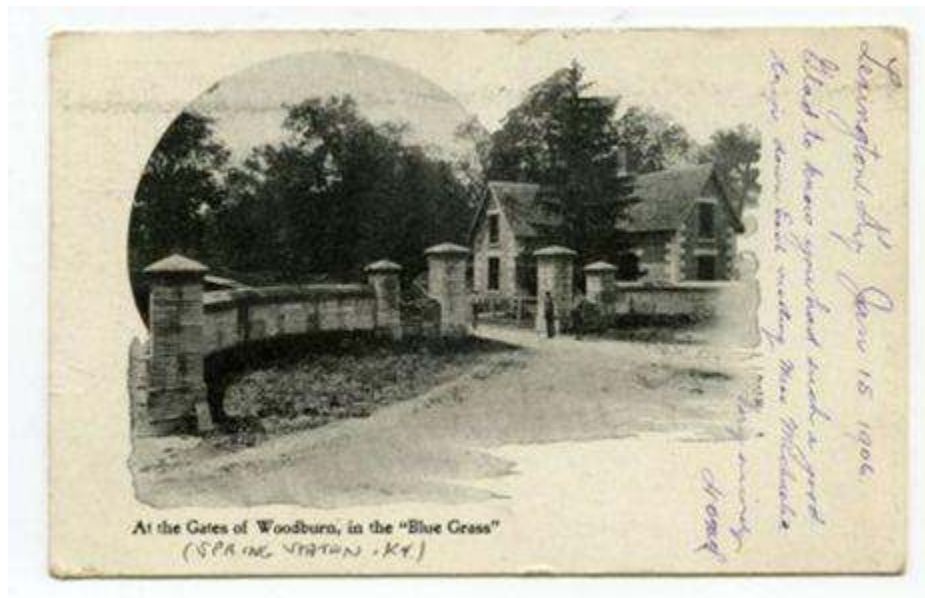
A seven-day meet was held in May of 1864 in St. Louis. Purses for the races ranged from \$500 to nearly \$6,000 dollars. This was a significant increase from the 1863 meet that had an average purse of \$300. In the fall of 1864, St. Louis hosted another meet that was originally scheduled to last six days, but was so successful that it was extended two more days. The continued perseverance of racing in St. Louis reflected increasing Union dominance in Missouri, where the South was seen as less of a threat as the war went on.

#### **1864: Woodburn Farm Raided in Kentucky**



In 1864, a group of guerilla fighters stormed R. A. Alexander's Woodburn Farm and kidnapped several thoroughbreds. One of the stolen horses was Asteroid, son of Hall of Fame horse Lexington. Asteroid was returned unharmed when a ransom of \$250 was paid. With its lush countryside and abundance of horse farms, Lexington was a constant target from raiders and bandits during the war. Despite this, Lexington hosted two meets in 1864 with significantly larger purses than at previous meets.

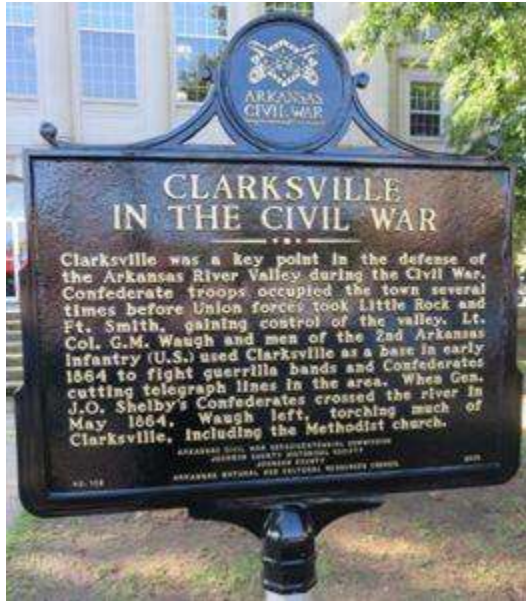
## 1865: Woodburn Raided Again in Kentucky



R. A. Alexander's Woodburn Farm was attacked again in 1865, and several prominent thoroughbreds were stolen. However, thanks to the quick thinking of farmhands, great horses like Hall of Famer Lexington and his son Asteroid were cleverly swapped out for lesser horses. In the spring of 1865, another racing meet was organized in Lexington, Kentucky. However, this time, many owners skipped out on the festivities due to the heightened risk of bandits and raiders around the area. The war had already ended at this point, but lingering resentment and unchecked bands of thieves continued regardless of any peace treaty.

IN THE SOUTH...

### 1861: Informal Races in Arkansas



There were many thoroughbred racehorses roaming around army camps during the Civil War, used by officers and cavalrymen. Unofficial horseraces were often held in these camps using rudimentary dirt paths. For example, in late 1861, a unit of Texas soldiers met up with soldiers in Arkansas and held a horse race to determine which state had the better warhorse. The horse from Arkansas emerged victorious. Horse racing was such an integral part of American sporting culture that soldiers would try to stage races amongst themselves and even under extreme conditions.



## **1861: Race Week Cancelled in South Carolina**



Crowds in Charleston, South Carolina, 1860, North Wind Picture Archives

Race Week, a grand sporting event for thoroughbred racing, was held every year in Charleston, SC from 1792 until February of 1861. With war looming and the Confederacy having just seceded, the 1861 meet was restricted to only Charleston's social elite. Fort Sumter was attacked two months later in April, and Race Week was cancelled indefinitely and would not be held again until 1878. After the attack on Fort Sumter, many prominent breeders sent their horses into hiding.

## **1861: Horse Racing Discontinued**



By the end of 1861, almost all organized horse racing in the South was discontinued. Horses were more valuable as war assets, and the South needed every advantage they could get their hands on. On a total war footing, the Confederacy directed nearly all their effort and manpower towards the war, which dramatically reduced public interest in horse racing for a time.

### **1862: Occupation of Memphis, TN**



In May of 1861, the Memphis Jockey Club suspended racing due to the outbreak of hostilities. However, by September of the same year, public interest in horse racing was renewed and Memphis held meets in October and November. These were the last racing meets held in Memphis, as the Union captured the city in 1862 and occupied it until the end of the war.



## 1862: Washington Race Course Repurposed as Army Camp



"The South Carolina Jockey Club." File/Charleston Library Society

With ample space, convenient location, and useful facilities, America's many racetracks made for excellent army camps. The Washington Race Course, in Charleston, was an ideal army camp for the Confederacy. Being further inland, the track could be defended against Union naval incursions. By 1862, the racecourse had been entirely transformed into a Confederate army camp. By 1863, the Washington Race Course had been converted into an open air prison, and housed hundreds of Union POWs. Many died in the brutal conditions, and 200 of them were buried under the racetrack's grandstand. The mass grave was consecrated as a Union cemetery after the war.

## 1862: Racing Cancelled in New Orleans



Organized racing, regulated by the Metairie Jockey Club, was popular through the summer of 1861, despite secession and despite the war. New Orleans was a prominent thoroughbred racing town, marked by several high-profile racetracks and big-name races. By December of 1861, it was clear that both the general public and members of the racing community were losing interest due to the war, which led to low attendance and fewer horses participating in races. The spring 1862 meet was cancelled and racing suspended.

## 1863: Small Racing Meets in Arkansas



ENTER INTO LIVELY RACE.

In December of 1863, a meet was held in Little Rock, sponsored by the Union army stationed there. Almost 3,000 people attended. As America's most beloved sport, horse racing festivals were sometimes used to defray tensions in difficult situations. This harkens back to America's first racetrack in 1665, which was built to unite the feuding British and Dutch communities on the island of Manhattan. A city under occupation from an enemy army may find themselves with similar feelings.

### **1863: New Orleans Captured**



New Orleans was not only a center for thoroughbred racing, but it was also a key strategic target for the Union. The port city controlled access from the Mississippi River to the ocean, and the Southern economy was dependent on the ports of New Orleans. When the Union captured New Orleans in 1862, they imprisoned many of the city's elite racehorses to prevent them from being used in the war. By 1863, there was a renewed interest in horse racing and so those horses were put up for auction to be used for racing and breeding in the North. By September of the same year, certain breeders and owners were allowed to have their horses back after swearing allegiance to the Union, and racing resumed in New Orleans.

## 1865: Racing Returns to Nashville



The resumption of horse racing in many parts of the country reflected a slow return to normalcy as the war neared a conclusion. As a Union victory became more and more assured, racing would slowly return to places where it had been suspended for years. In Nashville, Tennessee, the city's racetrack underwent a major renovation and finally reopened in 1865 for three meets, the first horse racing in the city in four years. Horse racing marked the unofficial end of hostilities in many parts of America.

## **Activity Five**

### **Changing Times: Racing Before & After the War**

The National Museum of Racing and Hall of Fame has 29,000 items in our collection. We use those items to tell the stories of the past. You've already seen a few of those objects in the previous activities. Now, you'll have the chance to analyze these objects a little closer. Pick three of these objects that you think share something in common. Then, explain to your classmates why you picked the objects that you did.



*Lexington*. 1870. Oil on canvas. Painting by Edward Troye of Hall of Fame horse, Lexington. Lexington set the record for the fastest four-mile race. His racing career ended due to blindness. He went on to sire 238 winners and many Hall of Famers. Considered one of America's first great sires.

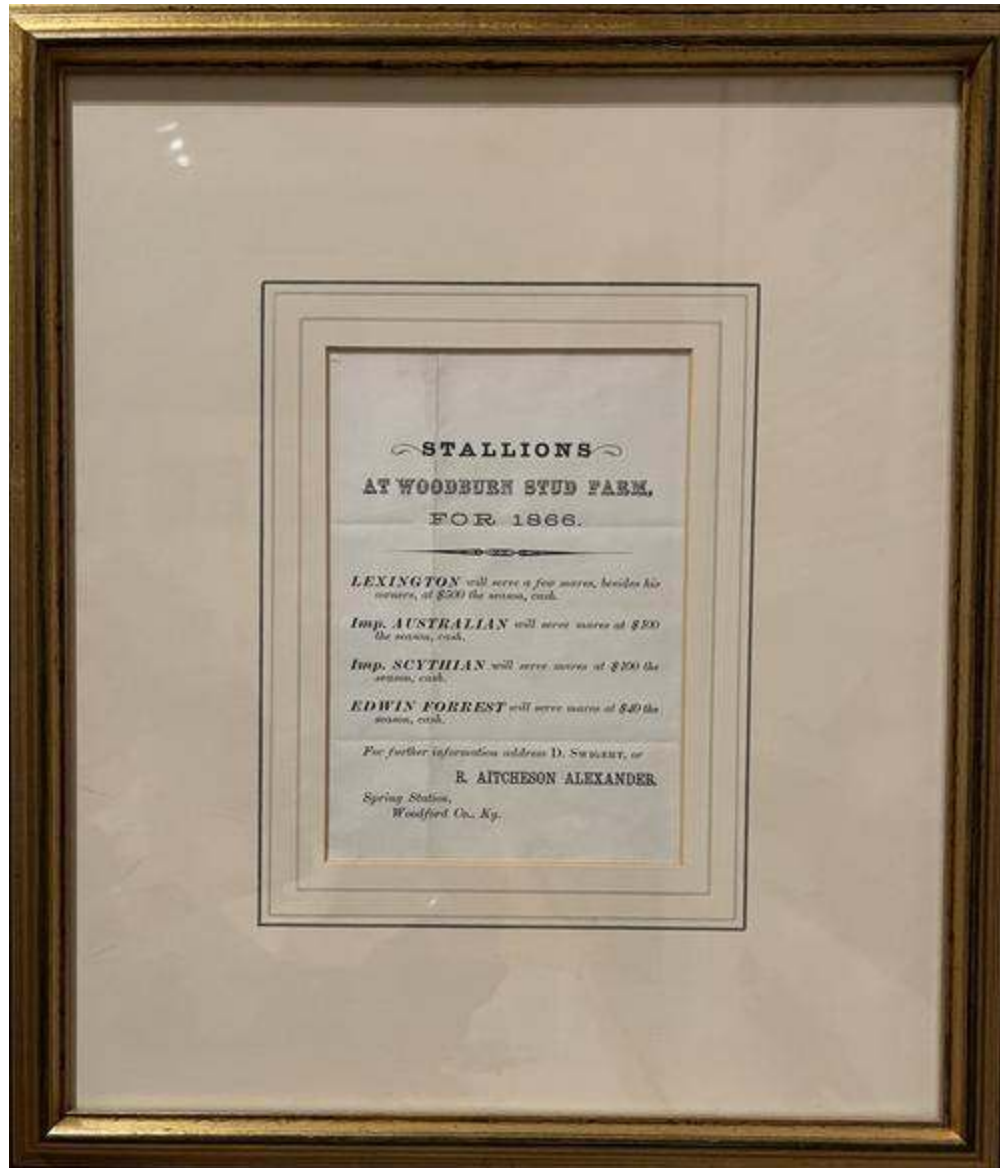




*The Stockbridge Cup.* 1883. Silver cup. Won by Iroquois (an American born horse) in the 1883 Stockbridge Cup and presented by King Edward VII. Created by Martin Goldstein.



*Dr. Elisha Warfield.* 1859. Oil on canvas. This painting by L. Rowley Jacobs is a copy of an 1845 original by G. P. A. Healy. It is a painting of Lexington's breeder, Dr. Elisha Warfield. Dr. Warfield was also involved in the founding of the Kentucky Association and the creation of America's second enclosed racetrack. Noted breeder of American racehorses.



*Woodburn Stud Broadside. 1866.* Broadside from Woodburn Stud, one of America's preeminent breeding farms. Popularity of farms like Woodburn reflected America's homegrown breeding industry. Raided multiple times during the Civil War.





*William R. Travers.* Oil on canvas. William R. Travers supported John Morrissey in his efforts to host the first thoroughbred racing meet in Saratoga in 1863. Travers signed the paperwork that allowed the land that is now the Saratoga Racetrack to be purchased. The first race there the following year was called the Travers Stakes.



*Ascot Races Trophy*. 1818. Sterling silver with gilt lining. British racing trophy. American trophies were often repurposed English trophies with original inscriptions untouched, but new inscriptions added. By Robert Garrard II.



*Early American Porringer.* 1965. Silver reproduction of a porringer from 1665. The original porringer is at Yale, and this copy was gifted to the museum. This silver cup represents the first trophy ever awarded in any American sport at a racetrack on Long Island in 1665.





*Boston*. 1839. Oil on canvas. Painting by Edward Troye of Hall of Fame horse, Boston. Boston won 40 of his 45 career starts. He was a prolific sire, most famously the sire of Lexington. A foundational horse for American thoroughbred stock.



*Lexington's Plate.* Framed and mounted steel horseshoe with letter. Following Lexington's famous race against time when he set the record for fastest four-mile run, his horseshoe was taken off by a stable boy. The first item in the museum's collection, Lexington was one of America's first celebrity racehorses, and the nation's obsession with him reflected the importance and popularity of racing as a key American sport.



*The First Futurity*. 1889. Oil on canvas. Painting by Louis Maurer of the first Futurity race, a championship race for 2-year-olds, at Sheepshead Bay. With a purse of \$40,000, this was the richest stakes race at the time. After the Civil War, purse sizes got progressively larger to attract better talent.





*James McLaughlin*. 1887. Oil on canvas. Painting by Charles C. Markham of Hall of Fame jockey James McLaughlin. McLaughlin won all three races of the Triple Crown, including the Belmont Stakes a record six times. He helped to pioneer many of the jockeying techniques that are still in use today.



*August Belmont II*. 1893. Oil on canvas. Painting by Theobald Chartran of Hall of Fame owner and breeder, August Belmont II. He was the chairman of The Jockey Club and the New York State Racing Commission. Helped to establish standardized rules and regulations for American horse racing.

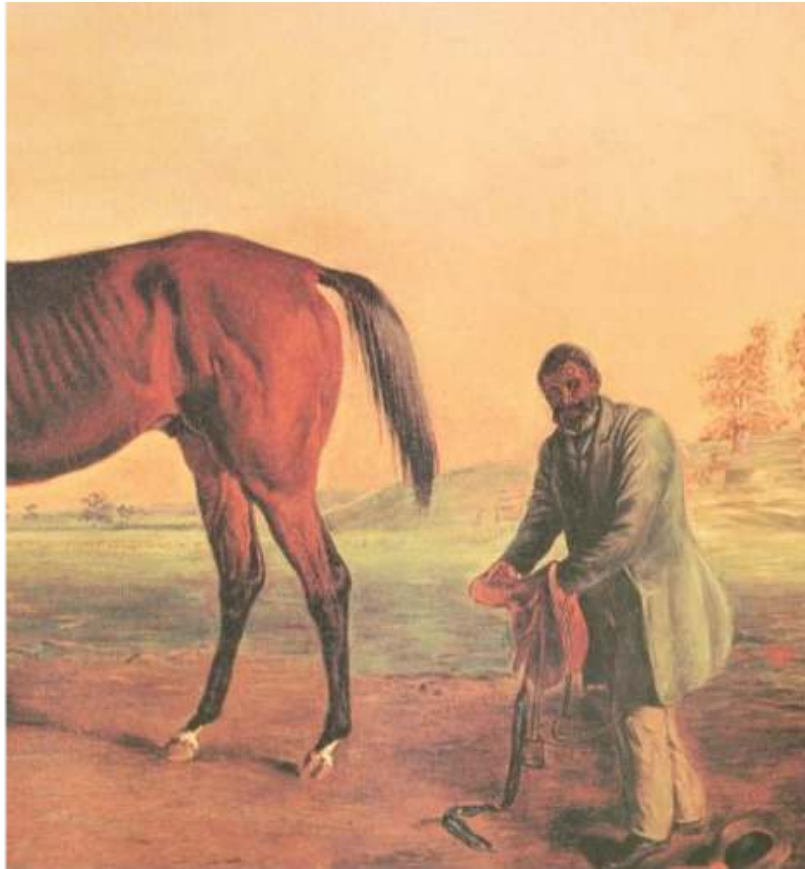
## **Activity Six**

### **New Blood: The Key Figures of a Postwar Racing World**

With the Civil War's end, the face of racing changed. Freed slaves from the American South became professional equestrians in the sport. New names from the North became key players in the revitalized American racing scene, while important breeders from Kentucky continued their influence on the sport. In this slideshow, you'll find some of the colorful characters that helped to shape the future of horse racing in a reunited America. As you read, keep in mind the historical context of emancipation in a postwar America. Many of thoroughbred racing's biggest names were former slaves or the descendants of slaves, and you'll see that many of America's leading jockeys were black. Black athletes dominated the sport until Jim Crow laws gradually forced them out of racing by 1920, and the post-Civil War period was something of a "golden age" for black equestrians.



**Ansel Williamson, 1806 - 1881**



Williamson was born a slave in Virginia and then purchased by R. A. Alexander in 1864 for his Woodburn Stud farm in Kentucky. Once he was free, he remained at Woodburn Stud to train Alexander's racehorses. He trained two horses that won the Travers Stakes and in 1875, he trained both Aristides, who won the inaugural Kentucky Derby, and Calvin, who won the Belmont Stakes. Williamson is a member of the Hall of Fame.

Picture: Reproduction of an 1864 Edward Troye portrait of Asteroid with his trainer, Ansel Williamson, holding saddle on right (Keeneland Library)

**Henry Price McGrath, Jan 13, 1814 - July 5, 1881**



In 1852, McGrath opened a gambling house in New Orleans. It was the first gambling house in the American South. He also bred the horse Aristides, who won the first Kentucky Derby in 1864.

**William Travers, July 1819 - March 19, 1887**



Travers made a career for himself as a lawyer. He was asked by John Morrissey to help found the Saratoga Race Course, opened in 1864, and he eventually served as the first president of the racecourse. The Travers Stakes, held at Saratoga and named for him, is the oldest major thoroughbred race in the US. He was a part-owner of Kentucky, the first horse to win the Travers Stakes. Travers also backed the opening of Sheepshead Bay Race Track on Coney Island.

Picture: William Travers (Museum Collection)

**Meriwether Lewis Clark Jr, Jan 27, 1846 - April 22, 1899**



Clark Jr. was the grandson of William Clark of the Lewis and Clark Expedition, and his mother was a Churchill, one of the first families to settle in Kentucky. He was the founder of the Louisville Jockey Club and Churchill Downs, built on his mother's family's original land. His cousins, John and Henry Churchill, provided the financial support for building Churchill Downs while Clark was the track's president and oversaw its construction.

**Edward D. Brown, 1850 - May 11, 1906**



Brown was born into slavery at Woodburn Stud in Kentucky and remained at Woodburn as an employed jockey after being freed. He rode Woodburn's Asteroid, who won all nine starts in 1864/65. He won the 1870 Belmont Stakes as a jockey and following his retirement from jockeying, won the 1877 Kentucky Derby as a trainer. He is a member of the Hall of Fame.

Picture: Edward D. Brown (Museum Collection)

**August Belmont II, Feb 18, 1853 - Dec 10, 1924**



Belmont II was born in New York City but spent a large portion of his childhood in the Netherlands. He eventually became a banker, taking over August Belmont & Co., his father's bank. When his father died, he bought seven of his mares in order to continue running his family's horse farm, Nursery Stud, in Kentucky. He bred 129 stakes winners including Man o' War. He was a founding member of The Jockey Club in 1894 and served as its chairman from 1894 to his death in 1924. He also served as the chairman of the New York Racing Commission and founded the National Steeplechase Association and Westchester Racing Association. He opened Belmont Park on Long Island and had three horses win the Belmont Stakes, a race named for his father. At the age of 65, he sold his horses to go to Spain and serve in the US Army during World War I. He is a member of the Hall of Fame.

Picture: August Belmont II (Keeneland Library Cook Collection)



**Oliver Lewis, 1856 - 1924**



At the age of 19, Lewis won the inaugural Kentucky Derby on Aristides and concurrently set the American record for a mile-and-a-half race. The same year, 1875, Lewis and Aristides came in second during the Belmont Stakes.

**Isaac Murphy, Jan 6, 1861 - Feb 16, 1896**



Murphy was born into slavery in Kentucky and in 1867 he and his mother moved in with prominent horse trainer and family friend, Eli Jordan. He began racing at age 14. Murphy was the first jockey to win three Kentucky Derby races, the first jockey to be inducted in the Hall of Fame, and the only jockey to have won the Kentucky Derby, Kentucky Oaks, and the Clark Handicap in the same year. He was one of the first jockeys to do a “grandstand finish,” meaning overcoming the leading horse to win right near the finish line. In 1890 he participated in a match race against rival Edward “Snapper” Garrison, the dominant white jockey in racing at the time. It was the first time a photo finish was needed, and it ended in a dead-heat victory (a tie). Murphy had a career win percentage of 35% which is still the record percentage. During his career, he was the highest paid athlete in the world, and retired from racing in 1895 to become a trainer and horse owner. The Isaac Murphy Award was created in 1995 and is given to the jockey with the highest win percentage each year. He is a member of the Hall of Fame.

Picture: Isaac Burns Murphy (Keeneland Library Hemment Collection/Museum Collection)

**James McLaughlin, Feb 12, 1861 - Jan 19, 1927**



McLaughlin was orphaned and homeless as a teenager but was taken in by “Father Bill” Daly, a horse trainer. He began his racing career in the 1870s. Throughout his career, he won 1 Kentucky Derby, 1 Preakness Stakes, 6 Belmont Stakes, and 4 Travers Stakes. He is tied for the most Belmont Stakes wins by a jockey. From 1884 to 1887, he won the most races out of all jockeys in the US each year. McLaughlin retired in 1892 and became a trainer and track official. He is a member of our Hall of Fame.

Picture: James McLaughlin (Keeneland Library Hemment Collection)

**Anthony Hamilton, 1866 - 1904**



Hamilton began his jockey career at 15 and was known as "The Black Demon." In 1881, he achieved his first notable win in the Phoenix Handicap. Hamilton is the only black jockey to have won all three of New York's major handicaps (Brooklyn, Suburban, and Manhattan). He also won the third running of the Futurity Stakes. He rode for many prominent horseracing families, including the Belmont family. He enjoyed a successful career racing abroad as well until he was thrown from a horse in 1904 and died later that year. He is a member of the Hall of Fame

Picture: Anthony Hamilton, front row, second from left (Keeneland Library Hemment Collection)

**Willie Simms, Jan 16, 1870 - Feb, 1927**



Willie Simms raced for many prominent figures including August Belmont I. He was the leading jockey in America in 1893 (182 wins) and 1894 (228 wins) and won the Kentucky Derby twice, the Preakness stakes once, and the Belmont Stakes twice. Simms had a brief career in England and is credited with showing them the American way of riding (shorter stirrups). He is a member of the Hall of Fame.

Picture: Willie Simms (Keeneland Library Hemment Collection)

**Shelby "Pike" Barnes, 1871 - 1908**



In 1888, Barnes became the first jockey to win over 200 races in a year. George Covington held second place for most wins that year with 95 wins. That same year, James McLaughlin had 72 wins, Edward "Snapper" Garrison had 71 wins, and Isaac Murphy had 37 wins. He won the 1888 Futurity Stakes (the first running of the race) at the Coney Island Jockey Club. It had the highest purse to date in an American horse race. In 1889, he won 170 races and once again was the leading American jockey in wins. He won the Travers Stakes the same year and the Belmont Stakes the following year. He is a member of the Hall of Fame.

Picture: Shelby "Pike" Barnes, center, in a group portrait of a jockey colony (Keeneland Library Hemment Collection)



## **Activity Seven**

### **When the Dust Clears: What Remains After the War**

The Confederacy surrendered in 1865, bringing an end to the Civil War and restoring the Union. The passage of the 13th, 14th, and 15th amendments banned slavery, defined citizenship, and outlawed discrimination in voting. These amendments form the bedrock of American democracy.

Test your knowledge of the people and horses who helped to forge America's postwar future by answering the questions below.

1. Abraham Lincoln was assassinated in 1865, shortly after the war ended. He was shot by Confederate sympathizer John Wilkes Booth and succeeded by his vice president, Andrew Johnson. Johnson served as President until 1869 and oversaw the South's re-integration into the United States. This period, known as the Reconstruction Era, saw the passage of the 13th, 14th, and 15th amendments, and the amnesty of almost all Confederate figures and soldiers. The decision to rapidly bring the South back into the fold resulted in a relatively quick return to normalcy, and American life continued.

This amendment guarantees a citizen's right to vote, regardless of "race, color, or previous condition of servitude."

- A. 14th
- B. 13th
- C. 15th
- D. 16th

2. After the Civil War, it was black jockeys and trainers that came to dominate the sport of thoroughbred horse racing. The abolition of slavery allowed millions of previously enslaved people to finally earn some fame and fortune for their talents and achievements, and it opened the door to a new generation of racers. Many former slaves had ample equestrian experience from growing up on plantations across the American South, and after the Civil War, they became professional equestrians in the sport. Trainers like Ansel Williamson trained great horses, and jockeys like Oliver Lewis and Shelby "Pike" Barnes dominated the turf. In the first ten runnings of the Kentucky Derby, six of them were won by black jockeys. Every black Hall of Famer comes from the reconstruction era of horse racing, during a brief period when black athletes were allowed to compete openly. In the 1900s, as the war's memory began to fade, states across the South passed new laws that gradually forced almost every black participant out of the sport. The lenient federal response after the war's conclusion emboldened Southern states to enact increasingly oppressive Jim Crow laws decades after the war's end, and it permanently changed the face of racing.

This jockey, the son of a slave, had a win rate of 35% and was the highest paid athlete in the world during the height of his career.

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3. By 1890, there were 314 racetracks operating in the United States, reflecting a massive resurgence in horse racing after a Civil War lull. Tracks sprouted up across the country, but many of them landed in the North. After the events of the War, much of the

sport migrated North, and there was a sporting resurgence in the industrial and economic heartland of the Midwest and the Northeast. Many tracks opened up in the New York City metropolitan area, such as Belmont Park in 1905. Saratoga Race Course in upstate New York, which opened in the middle of the Civil War, remained a prominent and prestigious thoroughbred track, and Saratoga Springs is the location of the current racing Hall of Fame to this day. Many of horse racing's biggest races and tracks began in this postwar racing boom. Pimlico Race Course, which hosts the Preakness States, opened in 1870. In fact, all three of America's Triple Crown races were inaugurated in the years following the Civil War.

The Kentucky Derby, first run in 1875, is held annually at this Kentucky racetrack.

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4. Ulysses S. Grant commanded Union forces to victory during the Civil war, and then served as president 1869 to 1877. His presidency was marked by efforts to reconstruct the post-Civil War nation and protect the civil rights of freed slaves. Despite facing significant challenges, including economic turmoil and political scandals, Grant made notable strides in stabilizing the country and promoting industrial growth. After leaving office, he embarked on a world tour, where he was celebrated as a hero and statesman. In his later years, Grant struggled with financial difficulties but found solace in writing his memoirs, which were published posthumously and became a critical and commercial success. Throughout his life, Grant had a deep fascination with horse racing. He was an avid horseman known for his exceptional riding skills and love for fast horses, often attending races and maintaining a personal stable of racehorses. This passion for horse racing provided Grant with a pleasurable escape from the rigors of his military and political careers.

President Grant was known to visit this small upstate New York town known for horse racing, and he passed away there in 1885.

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5. Jimmy Winkfield was a legendary African American jockey whose career spanned the late 19th and early 20th centuries. Winkfield began riding professionally at the age of 16 and quickly rose to prominence in the world of horse racing. He won the Kentucky Derby twice, first in 1901 aboard His Eminence and again in 1902 on Alan-a-Dale, making him one of only a few jockeys to achieve back-to-back victories in this prestigious race. Before Winkfield, black jockeys were a common sight in the Kentucky Derby. Most jockeys at the time were black. However, the decline in Winkfield's career

in the early 1900s reflected an overall decline in black jockeys across the entire sport. Winkfield's 1902 Derby win would be the last time a black jockey ever won the prestigious Kentucky Derby. Despite his early successes, Winkfield faced significant racial discrimination in the United States, which ultimately led him to pursue opportunities abroad. Forced out by Jim Crow laws, Winkfield took his talents across the Atlantic. In Europe, he found immense success and fame, riding for Russian and French stables. Winkfield's career in Russia was particularly notable, where he became a leading jockey, winning numerous major races and earning the nickname "The Black Maestro."

Because of his illustrious career, Jimmy Winkfield is honored forever in this place, along with hundreds of other important figures in the history of American thoroughbred horse racing.

- A. The Harness Racing Museum and Hall of Fame
- B. The Michigan Sports Hall of Fame
- C. The National Museum of Racing and Hall of Fame
- D. The International Equestrian Hall of Fame

6. Lexington, one of the most famous and influential racehorses in American history, was born in 1850. Known for his extraordinary speed and stamina, Lexington became a dominant force in horse racing during the mid-19th century. Trained by Harry Lewis and raced by prominent owners such as Richard Ten Broeck, Lexington won six of his seven races, including some of the most prestigious events of the time. His most notable achievement on the track was setting a world record for four miles at the Metairie Course in New Orleans, a feat that solidified his status as a legendary racehorse. However, Lexington's legacy extends far beyond his racing career. After retiring from the track due to blindness, which began affecting him around 1855, Lexington became one of the most important sires in American thoroughbred racing history. He stood at stud at Woodburn Stud in Kentucky, where he sired a remarkable number of successful racehorses. His offspring included Asteroid, Norfolk, Kentucky, and Duke of Magenta, who continued to dominate American racing. Lexington led the U.S. sire list 16 times, a record that remains unmatched to this day. Lexington's influence on the breed was profound, contributing significantly to the development of the American Thoroughbred. His progeny were known for their speed, endurance, and versatility, traits that were highly sought after in the racing world. Many of his descendants became foundation sires and dams for future generations, ensuring that his bloodline remained prominent in American racing and breeding programs. After the American Civil War, Lexington's value as a sire only increased. The postwar period saw a renewed interest in horse racing and breeding, with many wealthy individuals seeking to rebuild their stables.

Lexington's proven track record as a sire made him highly desirable, and his stud fees were among the highest in the country. His success helped to elevate the status of American Thoroughbreds on the international stage, as his descendants began to compete and win in races around the world. In addition to his contributions to racing and breeding, Lexington also played a symbolic role in American history. His career coincided with a tumultuous period in the nation's history, and his success became a source of pride and inspiration. He was a testament to the enduring spirit of competition and excellence, qualities that resonated deeply with a country rebuilding itself after the Civil War. Lexington's enduring legacy is commemorated in various ways. He was inducted into the National Museum of Racing and Hall of Fame in 1955, and his skeleton is displayed at the Smithsonian Institution, a testament to his lasting impact on the sport. His influence continues to be felt in the pedigrees of modern Thoroughbreds, many of whom can trace their lineage back to this remarkable horse.

Cincinnati, one of Lexington's sons, was the personal horse of this Union general during the American Civil War.

- A. Thomas "Stonewall" Jackson
- B. Robert E. Lee
- C. George S. Patton
- D. Ulysses S. Grant

7. After the Civil War, track owners began to realize that by offering shorter races, it was possible to host more of them in a single day, which led to more opportunities for the general public to bet. This led to races across America gradually becoming shorter, and a day at the races in the 1880s and 1890s began to resemble what it looks like today. Before the war, horse races were usually tests of endurance and took place over extraordinary distances. Additionally, track owners began to offer enormous purses, much larger than anything being offered before the war. Higher purses attracted better talent and celebrity racehorses, which led to more guests in attendance, and more exciting races. Track attendance skyrocketed across the country, and there was a renewed push to bring some semblance of organization and standardization to the sport. People like August Belmont, Jr. took the reins and began instituting reforms. He served as the first president of the American Jockey Club, which registered all thoroughbreds in the United States. He was also the chairman of the New York State Racing Commission, reflecting a growing desire for organizations to take charge and institute policies to ensure fairness and safety across the sport. As the sport grew in size and scope, the infrastructure surrounding the sport grew along with it, reflecting the astounding popularity of horse racing in a postwar America.



The famous First Futurity, with a purse of \$40,000, was held at this Brooklyn racetrack, opened by William Travers.

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