



The Carriage Courier

MARCH 2012

Bob Matthews, Editor

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APRIL MEETING

WEDNESDAY, APRIL 4, 2012

7:00 PM at the Scandia Community Center

Program: Kamping with horses – Sue Lockling will talk about the various aspects of camping with horses and dogs

Goodie Assignment

Sue Lockling and Marci Ukura

Deadline for the next newsletter, April 13, 2012

MARCH MEMBERSHIP MEETING MINUTES

After a panel presentation by Orphy Beattie, Mary Block, and Steve Wood, regarding Safe Driving, the meeting was called to order by Vice President, Bob Matthews at 9:12 p.m. Approximately 20 members were present.

Old Business:

The minutes from the February 2012 meeting, as printed in the Carriage Courier, were approved by Paul Olson and Sue Lockling.

Treasurer, Heidi Block, gave a report of the balance of the club's accounts.

Piano tuning update: John Beattie is still waiting for information regarding the cost of tuning the piano at the Scandia Community Center.

Paul Olson gave a report on his February 12th drive. 8 units participated driving carriages because of a lack of snow. It was a beautiful day and good food was brought for the pot luck lunch. Paul thought there were not enough crock pots this year, however.

Clark Anderson and Sue Lockling reported on Bobbie Kleffman's drive. There was just enough snow so that sleighs could be driven. Clark drove with one arm! Everyone attending the event had a lot of fun!

Bob Matthews and Cherie McKenzie talked about the club logo. There are members of the club who would like to retain the current design and club members who would like to have a new design. It was decided to have Bob Matthews bring all the logos to the April meeting and lay them out on a table for members to view.

New Business:

Volunteers for treats for our next meeting in April are Sue Lockling and Marci Ukura.

Thank you!

Vice President, Bob Matthews, gave an update on the status of the Common Horseman Clinic being held at Bob and Marci's Drum Creek Farm in Goodhue County on April 21 & 22nd. At this time 8 participants and 2 auditors are signed up for Saturday. On Sunday, 6 participants and 2 auditors are enrolled. There is room for more people and horses to enroll as a total of 10 can participate in a session. There is no limit to the number of auditors. The cost is \$125 for participant and \$25 for audit. The Saturday and Sunday session begins at 8:00 am. If people would like to come down the night before, please contact Bob & Marci to make arrangements.

Vice President, Bob Matthews, talked about upcoming events. Our next program for our April 4th program is "Kamping with Horses" presented by Sue Lockling. It surely will be entertaining!

On April 21st the North County Carriage Club will be having a swap meet at Paul Olson's farm in Ogilvie, MN

On May 19th, a castration clinic will be held in Isanti, MN. Contact Cherie McKenzie at 651-407-1908 for further information.

On May 19th, the Prairie Carriage Festival will be held at The Landing in Shakopee, MN. For those participating, the event begins at 8:00 am. For those visiting, the event begins at 10:00 am. Contact is Heidi Block for further information.

The meeting was adjourned at 9:48 p.m. by Marci Ukura and Orphy Beattie.

Respectfully submitted,

Arlene Swenson

THE FARMER'S WIFE

The world is a dangerous place to live; not because of the people who are evil, but because of the people who don't do anything about it. -- Albert Einstein

Our young man about town was seen and heard singing at the Friday night Living History Society Winter Weekend Theatrical. Our sweet little old lady was playing the piano.

Will Bob Matthews ever get the wiring done in the new machine shed that went up last summer?

Is the "Mare" lesson being given at Stockridge Stables private, or can anyone attend?

We have heard that a horse trailer is going to Colorado, will it come back with an inhabitant?

A Morgan Stanhope Phaeton once owned by George Bowman and now residing in Norway may be making a trip to Sebeka.

With a clipped wing, Clark Anderson is learning how to drive with one hand.

Was there really a ruckus in Trader Joe's over the last bottle of Trellis Chardonnay?

Was Cherie McKenzie practicing for a rodeo when she hog tied that Mini?

A large contingent of the feminine persuasion is heading for Waverly. Will the sale ever be the same?

The drive up teller at the Farmington bank had a visit from an equine vehicle and our own Sue Lockling.

Paul Olson's February sleighing event went on wheels, is this global warming or what? 8 rigs and 11 crock pots showed up.

Speaking of Paul Olson, he is scheduled for back surgery at Abbott Northwestern hospital on March 16th.

HUB CLUB NEWSLETTER

Following is an article from an 1877 Ingham County Democrat newspaper. Submitted by Michael Ridge who found it in the Hub Club newsletter.

A New Way of Controlling Vicious Horses.

French ingenuity has invented a method of controlling the most fractious horses without any exertion on the part of the driver. The horse of the future is not to be driven by ordinary reins, but by electricity combined with them. The coachman is to have under his seat an electro-magnetic apparatus, which he works by means of a little handle. One wire is carried through the rein to the bit, and another to the crupper, so that current once set up goes the entire length of the animal along the spine. A sudden shock will, we are gravely assured, stop the most violent runaway, or the most obstinate jibber. The creature, however strong and however vicious, is "at once transformed into a sort of inoffensive horse of wood, with the feet firmly railed to the ground." Curiously enough, the very opposite result may be produced by a succession

of small shocks. Under the influence of these the veriest screw can be suddenly endowed with a vigor and fire indescribable. What is the effect upon the condition of the horse is not stated, but the *Sicelc* congratulates M. F. Fancher upon "an invention equally original and salutary," and one which places in the hands of even an infant a power over the horse which is as sovereign as it is invisible. *Home Journal*.

MAY 12 & 13 – FIRST DRIVE OF 2012

Our first drive of the year is not that far off. It will be at the Eau Galle Recreation area in Wisconsin. This is an overnight for those people who wish to camp. We will be driving on both days. The pot luck will be on Saturday night.

For those of you who wish to camp, you have to reserve a camp site, the sooner the better. Go to www.recreation.gov or call 877-444-6777 to make your reservation.

For more information, email Raven Flores at icepony@gmail.com or call her at 715-426-1913 (H) or 612-590-1621 (C).

FROM THE ACHIEVES

Following is an article taken from the January 1991 edition of the St. Croix Horse and Carriage Society newsletter. It was written by Ray Nelson a long time member of the club. Ray's daughter Vicki Nelson Bodoh was the newsletter editor.

REMEMBERING WHEN

By Ray Nelson

Some of us remember when horses were not just a hobby but the veritable life blood of rural existence. From 1916 until the mid-1930's, horses played a major role in the education process of the youth of Polk County.

In 1916 the Milltown Union Free School was built in Milltown, WI. It was built primarily for the Village of Milltown and the surrounding townships but high school students came from as far away as

Cushing. A horse-drawn school bus picked up both elementary and high school students from the end of the village limits to a few miles out. Any students who were farther away than the bus route had three options--walking, driving a horse or boarding in the village.

When the school was built, a 24 stall horse barn had been erected. It had a hay loft where loose hay was stored to be used for the occupants. The hay was cut and put up by local farmers from a meadow that was part of the school property. Because there were only 24 stalls, not just anyone could drive a horse to school. Only those students who were too far away to use other means were allowed a stall. Only one stall per family was allowed which ruled out the driving of pairs. The family supplied the horse's grain and a water pail which was kept at the barn. Each morning before nine o'clock when school began, a stream of horses entered Milltown and headed for the school. After unhooking and stabling the horse, the student removed the harness and hung it on a peg (the halter was underneath the bridle), blanketed the horse and went to class. Later in the morning the student returned to water the horse from a faucet and remove the blanket if the weather permitted and provide some grain if the budget allowed. Vehicles were parked in a vacant space near the horse barn.

The kind of turnouts seen pulling into the school yard would not have impressed present day collectors. Few farmers could afford to send the farm's best horse or vehicle as that horse would not be contributing to the farm's production while it was standing in the horse barn at school. Student's were

probably not as careful of vehicles as adults and therefore, often used a vehicle which had been repaired at home many times over and was little more than a frame and a seat.

When the ground was not snow-covered, a runabout buggy which often held four or more passengers was used. They rarely had tops and carts were not used as they didn't hold enough passengers. Once snow covered the roads, cutters were used but they looked more like runners and a seat than a Currier & Ives print.

Harness was heavy and heavily repaired. A horse with several passengers usually had draft-type harness. Buggy harness was used with some of the lighter vehicles.

The horses were generally multipurpose types of no particular breed. They were like small draft horses which could be used in the fields as well as to pull the buggy. However, a few lucky students had a finer, faster type horse similar to Morgan/Standardbred cross. A few students, who were the only member of the family in high school, rode saddle horses and these were bronco types--some of them pinto. No ponies were used as these animals needed to go too far, too fast and be used for other kinds of work when they weren't hauling students to school. The horses that were driven trotted the entire trip (sometimes up to eight miles one way) and the saddle horses cantered the whole way. These horses were extremely tough because they were used so much. There weren't runaways because the horses had plenty of work and were only too glad to stand still when they had the opportunity.

The state of Wisconsin allowed for the hardship that rural people underwent to

educate their children. Each family which had students driving a horse to high school was allowed 30 cents per day for the first child, 20 cents per day for the second child and 10 cents per day for each additional child. Some families could not afford to let a horse be out of production for only 30 cents a day so a student had to walk until other members of the family were also in high school and the per diem increased. One young man walked from Pine Lake to Milltown and back morning and night, a distance five miles one way, until enough children were in school to pay for the use of a very poor quality horse and vehicle to haul them all to school. His education must have been really important to him to keep him going all those miles. Students who boarded in town also received a small amount and most of them worked part time at the school or at stores to earn their board and room.

Anyone who has a 24 stall barn full of horses knows that all the hay that goes in eventually comes out. Students were in charge of keeping their own horse's stall cleaned out. They had to pile the manure behind the horse barn to be hauled out and spread on the hay field for fertilizer. However, any student needing discipline could be sent to clean the horse barn as punishment. It was a good behavior modification technique.

As with all youth, students at that time loved speed as much as those who later drove motorcycles or hot rods. Sometimes in the morning before school, the main street of Milltown turned into a drag strip as students vied to see who had the fastest turnout. This was done rather surreptitiously, however, because no one wanted the privilege of driving a horse and

keeping it in the horse barn to be removed. Visions of a five mile walk could keep even the raciest diver under control.

PRAIRIE HOME CARRIAGE FESTIVAL

Mark your calendars on May 19th, 2012 for the Minnesota Whips and Wheels Prairie Home Carriage Festival. Come and join us at our new location in Shakopee, MN as we celebrate our 4th annual Carriage Festival. The Landing is an 88 acre living history museum with the Minnesota River at the northern border. There are great areas to drive in amongst the 1800's village and by the 1889 and 1857 farm buildings and the fur post. We are very excited about the new location and the beautiful backdrop for our Carriage Festival! For further information regarding the Carriage Festival please contact: Heidi Block at [612-875-1004](tel:612-875-1004). Please visit our website at:

WWW.MNWHIPSANDWHEELS.COM.

THE COMMON HORSEMAN

By Bob Matthews

There has been a lot of interest in The Common Horseman Clinic. Almost all of the slots have been spoken for – 8 on Saturday and 7 on Sunday, plus several auditors. The optimum clinic size is 8, but we can go up to 10 if need be. There is no limit on the number of auditors.

Cost of the clinic is \$125 to participate and \$25 to audit.

If you are interested in reserving a spot or want more information, contact me at 507-824-3333 or rmu1@frontiernet.net. For more information on Bob Johnson and The Common Horseman clinic, see

www.thecommonhorseman.com

MARCH PROGRAM

By Marci Ukura

A safety panel was organized for the program of the March meeting of SCHCSI. Three areas of equine carriage driving were represented;

Orphy Beattie, instructor for differently abled drivers, Mary block for commercial driving, and Steve Wood for training the driving horse.

Safety encompasses many aspects, a well trained horse is essential. Recognizing that the horse sees the world as the prey of predators is not always easy to comprehend by us predators. Getting the horse comfortable in harness and used to the variety of challenges that will be met on the road is a long process.

Proper equipment in the form of harness that fits and an appropriately sized vehicle are good starting points. Steve is actively promoting the double crown bridle, which he demonstrated during the talk. There have been several driving accidents of late that were due to the bridle coming off, the double crown bridle prevents that.

A well trained driver is just as important as the well trained horse

FOR SALE

Black cape from Jorge's Furs of Minneapolis.

Age unknown. Approximately 28" long.

Size 12-14. \$15.00

Black coat from Schlampp's Furs of

Minneapolis. Age unknown. Approximately 38" long. Size 12-14. \$15.00

Gray mink coat manufacturer unknown. Age unknown. Approximately 43" long. Size 12-14. \$15.00

New driving aprons: 1 grey glen plaid & 2 blue/green houndstooth plaid. \$20.00 each

Call Rita Conrad @ 651-436-8939

FOR SALE

“My name is Darlene Molitor. I own a boarding barn near Richmond, MN. We are going to have a used tack sale on March 31 just to reduce some of the inventory that we have here. One of the items that we are hoping to sell is a 2-horse buggy harness made by Eller Harness, Pierz, MN. This

harness has only been used a few times. There are also some driving carts that will be on the sale. The sale will go from 10:00 to 4:00 on Saturday the 31st.

This is a beautiful harness and I would just like to make sure that a group that is active in driving knows about it.

Thank you for your time. Call Darlene at 320-597-2147.”

FOR SALE

Several Swedish carriages including, 3/4 size spring wagon w/ removable child's seat independent shafts, pictured



\$3000



3/4 size hunting phaeton, w/orig. leather storm apron, shafts for big pony pictured

\$2900

varnished spring wagon, 2 seats, shafts \$1800

painted vurst wagonette, 4th seat to convert to

2 seat facing forward steel shafts \$1600

gig seat slides for balance, to fit 14.2 to 15.2

horse \$1350

promenadevagn, country viktorina almost new

original, shafts, removable coachbox \$3450

solid original vehicles for smaller horses or

pairs, perfect for fjord or haflinger classes,

could bring to Paul's rig day for delivery or

viewing

Your obd't servant, Clark Anderson

218-837-5217 or stengard@live.com.

WANTED

Two wheeled cart to fit a 14.2 hand standardbred. Call Susan Kelly 612-518-0822.

EVENTS CALENDAR ~ 2012

The 2012 events calendar is included separately with this newsletter.

In addition, please see the club website, www.stcroixhorseandcarriagesociety.org, for the current events calendar. In case of any changes to events, this will be kept up to date during the month.

If you know of any horse or carriage event, please send an email to editor@stcroixhorseandcarriagesociety.org to get it included on the events calendar.

CLUB OFFICERS

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