STALLION WATERCRESS IS SOLD FOR $71,000

J. B. Haggin Retains Great Horse After Tilt with H. P. Whitney.

RANCHO DEL PASO SALE ENDS

Closing Out of Great Breeding Farm Completed with a Total of $405,325 for 409 Head.

The dispersal of the famous California thoroughbred stud, Rancho del Paso, in the settlement of the co-partnership between J. B. Haggin and the late Lloyd Tevis, was completed yesterday afternoon, with one of the most sensational sales ever held, when the last of the breeding stock, including the stallions of the farm, were offered at auction. It was the fourth day of the sale, held by the Fasig-Tipton Company at the Van Tassell & Kearney stable, in East Thirteenth Street, and the knowledge that the most valuable part of the record-breaking consignment would be sent into the sales ring drew an attendance that completely filled the big hall, when the great sire, Watercress, was sold as *the first* of the stallions, for $71,000, the second highest price ever paid at auction for a thoroughbred stallion in America, and second only to the $100,000 paid by Charles Reed for St. Blaise at the dispersal of the Belmont stud fourteen years ago.

As had been anticipated by the horsemen and breeders in attendance, Watercress, now 16 years old, was bought in by J. B. Haggin for his own stud, Elmendorf Farm, in Kentucky, but the competition for the great horse furnished an abundance of excitement, and Mr. Haggin got the stallion only after a sharp contest with Harry Payne Whitney, H. T. Oxnard, Thomas Welsh, for Andrew Miller; A. J. Joyner, supposedly for E. R. Thomas, and R. H. McCarter Potter. There was competition quite as keen for the most desirable of the other stallions sold, though none of them brought prices anywhere near the figure attained by Watercress.

The record for the day was $146,750 for eighteen stallions, $34,650 for fifty-one brood mares, $21,725 for twenty fillies two years old, and $11,800 for thirteen yearling fillies, making a total for the day of $214,925 for 110 head, and a grand total of $405,325 for 409 head in four days.

J. B. Haggin and Mrs. Haggin, with Mrs. J. N. Camden, George Voorhis, and Matt Dwyer occupied seats on the platform adjoining the auctioneer's stand, while among the turfmen and breeders around the sales ring were Harry Payne Whitney, Perry Belmont, F. D. Weyer, Andrew Miller, E. R. Hitchcock, J. G. Follansbee, De Courcey Forbes, H. T. Oxnard, James Galway, W. G. Parker, Sydney Paget, D. C. Johnson, Payne Whitney, Ed and Matt Feakes, R. H. McCarter Potter, Frank Gardner, A. J. Joyner, J. A. Bennett, Frank Bishop, E. W. Jewett, J. E. Seagram, W. S. Fanshawe, J. E. Cowdin, Peter Wimmer, William Lakeland, Julius Bauer, Thomas Welsh, and J. J. Hyland.

The yearling fillies were sold first in the afternoon, the Watercress in splendid condition, was led into the ring. Auctioneer Easton dwelt at length on the superb record of Watercress as a sire of winners, but a long silence followed his request for an opening bid of $50,000. Harry Payne Whitney finally started the competition by an offer of $10,000. This had hardly been made when R. H. McCarter Potter raised it to $20,000, and then there came bids of $5,000 at a time, with Messrs. Oxnard, John Mackey for Mr. Haggin, Thomas Welsh for Andrew Miller, A. J. Joyner, J. E. Cowdin, and H. K. Vingut alternately bidding. At $40,000 the bidding dropped to $1,000 advances, then went to $5,000 raises again at $50,000, Mr. Whitney and Mr. Haggin, through agents, competing to the last, when Mr. Whitney's bid of $70,000 was increased to $71,000 by Mr. Haggin, who secured the horse.

Star Ruby brought the next highest price among the stallions, he going to Mr. Haggin, after H. De Courcey Forbes had bid $25,000. Another of the high-priced stallions secured for Mr. Haggin was Goldfinch, at $16,000. A. J. Joyner, acting for E. R. Thomas, it was said, bought two of the best of the stallions, getting Golden Garter for $10,000 and Toddington for $8,000. The greater number of the stallions, however, were bought in Mr. Haggin's interest, and will be sent to his Kentucky farm.

The sales for $500 or more were as follows:

STALLIONS.

Watercress, br. h., 16 years, by Springfield-Verdale, by Hermit; J. B. Haggin	$71,000
Bassetlaw, b. h., 15, by St. Simon-Marquesa, by Blair Athol; Harry Giddings	1,600
Del Paso II., br. h., 12, by Darebin-Bavaria, by Spendthrift; J. B. Haggin	1,000
Flavanus, ch. h., 12, by Watercress-Flavane, by Fitzjames; J. B. Haggin	1,300
Gerolstein, br. h., 10, by St. Serf-Geraldine, by Barcaldine; J. B. Haggin	700
Glenheim, br. h., 9, by Hanover-Cinderella, by Blue Ruin; H. T. Oxnard	3,100
Golden Garter, ch. h., 15, by Ben d'Or-Sanda, by Wenlock; A. J. Joyner	10,000
Goldfinch, ch. h., 17, by Ormonde-Thistle, by Scottish Chief; J. B. Haggin	16,000
Hiero, b. h., 10, by Salvator-Firenze, by Glenelg; J. B. Haggin	500
Horatio, ch. h., 11, by Midlothian-Lurline, by Longfield; J. B. Haggin	500
Indio, b. h., 11, by Maxim-Ira, by Doncaster; J. B. Haggin	550
Maxio, b. h., 10, by Maxim-Preciosa, by Glenelg; J. B. Haggin	500
Montana, b. h., 17, by Ban Fox-Queen, by Scottish Chief; J. B. Haggin	500
St. Gatien, b. h., 14, by The Rover-St. Editha, by Kingly Vale; J. B. Haggin	500
San Diego, br. h., 6, by St. Simon-Distant Shore, by Hermit; J. B. Haggin	600
Star Ruby, b. h., 13, by Hampton-Ornament, by Ben d'Or; J. B. Haggin	30,000
Toddington, b. h., 7, by Melton-Minera, by Galopin; A. J. Joyner	8,000

BROOD MARES.

Lencasia, b. m., 10, by Owas-Leiola, service by Golden Garter; John Mackey	$300
Astronome, ch. m., 3, by St. Gatien-Starlet, no service; Andrew Brann	300
Sweet, ch. m., 13, by Hanover-Matagorda, service by Watercress; A. J. Joyner	2,600
Sycophant, ch. m., 6, by Sir Modred-Aurelia, service by St. Gatien; A. J. Joyner	2,500
Teatro, b. m., 11, by Midlothian-La Scala, service by Watercress; John Mackey	900
The Proof, b. m., 10, by Maxim-Verity, service by Goldfinch; W. L. Powers	550
Trovators, ch. m., 3, by Juvenal-Miserere, service by Goldfinch; G. D. Wilson	600
Turmoil, ch. m., 17, by Rayon d'Or-Lilly R., service by St. Gatien; John Mackey	550
Tuscanita, b. m., 4, by Darebin-Firenze, service by Watercress; H. T. Oxnard	3,100
Ultimate, ch. m., 3, by Goldfinch-Maxima, service by Toddington; H. T. Oxnard	500
Valloda, b. m., 3, by Order-Valleria, service by Watercress; H. T. Oxnard	2,100
Vernette, b. m., 10, by Falsetto-Verna, service by Watercress; John Mackey	2,500
Vestalis, ch. m., 10, by Iconoclast-Vestal, service by Star Ruby; A. J. Joyner	2,200
Victoria Cross, ch. m., 8, by Orier-Victorine, service by Watercress; John Mackey	2,300
Vivette, ch. m., 9, by Sir Modred-Bedotte, service by King William II.; John Mackey	800
Wenabur, br. m., 8, by Midlothian-Napa, service by Toddington; J. E. Segram	1,200
Zealandis, b. m., 12, by Sir Modred-Roke, service by Watercress; Thomas Welsh	3,000
Zerline, ch. m., 10, by Midlothian-La Scala, service by Watercress; John Hynes	1,000

TWO-YEAR-OLDS.

Afric Jewel, b. f., by Star Ruby-Afric Queen, by Darebin; John Hynes	$2,300
Cressima, b. f., by Watercress-Carina, by Kingfisher; John Mackey	3,200
Florada, ch. f., by Watercress-Tangerine, by Sir Modred; John Mackey	3,000
Golden Wine, ch. f., by Goldfinch-Widow Cliquot, by Glenelg; S. McNaughton	2,000
Hesione, b. f., by Watercress-Hana, by Alarm; H. T. Oxnard	2,500
Phosphorescent, ch. f., by Watercress-Lumina, by Martenhurst; John Mackey	2,500
Pomela, b. f., by Goldfinch or Calvados-Preciosa, by Glenelg; John Mackey	550
Retentive, blk. f., by Star Ruby-Recollection, by Sir Modred; John Mackey	1,100
Virgilia, b. f., by Darebin-Vestalis, by Iconoclast; H. T. Oxnard	900

YEARLINGS.

Brown filly, by Gerolstein-Chimera, by Mortimer; H. T. Oxnard	$550
Chestnut filly, by Watercress-Duchess of Kendal, by Kendal; H. T. Oxnard	550
Chestnut filly, by Star Ruby-Irony, by Roseberry; R. Bowen	5,500
Bay filly, by Goldfinch-La Belle Julye, by Bill; Edward Corrigan	700
Bay filly, by Golden Garter-Mantura, by Maxim; Delaware Stable	550
Bay filly, by Star Ruby-Miss Motley, by Billet; S. McNaughton	400
Bay filly, by Indio-Mottle, by Billet; T. Jackson	400
Chestnut filly, by Royal Flush III.-Shaft, by Hanover; John Hynes	500
Chestnut filly, by Star Ruby-Ventura, by Virgil; H. T. Oxnard	800
Bay filly, by Gerolstein-Sterling, by Midlothian; Delaware Stable	500

RECAPITULATION.

Eighteen stallions sold yesterday for $146,750; fifty-one brood mares sold for $34,650; twenty fillies two years old sold for $21,725; thirteen yearling fillies sold for $11,800. Total for day's sale, 110 head for $214,925; average, $1,953.86. Total for four days, 409 head for $405,325; grand average, $991.01.

ENGINEERS AT AUTO SCHOOL.

Morris Park Track Will Be Used to Train Future Chauffeurs.

Nearly one hundred members of the American Society of Mechanical Engineers, now in session in this city, visited the lecture and demonstrating rooms of the New York School of Automobile Engineers yesterday, at 146 West Fifty-sixth Street. This school, which is the latest and most perfectly equipped in this country, has been organized under the direction of Prof. Charles E. Lucke of Columbia University. While Prof. Lucke will have general charge of the engineering department of the school, he will be assisted by six instructors, who will teach the students everything worth knowing about the construction and management of a motor car.

The new school occupies three stories, and a mass of new machinery has been installed, fitted in such a manner that every particular of automobile mechanism may be studied separately. When these mechanical difficulties are thoroughly mastered the students will be put to work on the demonstrating cars on the ground floor. Eight cars are now ready for use, one being a steam car and the others gasoline cars of different makes. The complete school course will be eight weeks, six of which will be devoted to work in the building. Then will follow one week of testing cars on the Morris Park track, and this will be followed by practical road work. At the end of eight weeks those who pass the examination satisfactorily will receive chauffeurs' certificates.

"We aim to turn out not only expert chauffeurs," said R. B. Whitman, the business manager, "but men who will be thoroughly qualified to act anywhere as reliable engineers. There is a growing demand, we find, for drivers of motor cars, but for heads of garages and foremen of automobile shops. Already several applications have come to us for future graduates to fill positions of that sort. A special class has been arranged for automobile owners who want more road instruction and less technical work."

The school will begin its first session next Monday. There will be fifty members in the regular classes and twenty-five in the owners class. Prof. Lucke hopes to establish a special course in time for the education of designers and builders of automobiles.

"The automobile industry is now passing through a stage which the locomotive went through at an earlier date," said Prof. Lucke. "The outcome of that was that no man was allowed to run a locomotive unless licensed. Fines and penalties were imposed, but if stricter attention were paid to the licensing of chauffeurs it would be a great preventive of accidents. It will be one of the aims of the school to insist that only proper men shall be permitted to run motor vehicles through our city streets. Students intending to become chauffeurs must show that they possess reasonable intelligence of a car, that they understand municipal ordinances, and are qualified to read a road map. Arrangements have been made with the Morris Park Motor Club whereby the Morris Park track has been secured for practice work, and this will be a great aid in practical familiarity with the car."

SECOND-HAND AUTO SALES.

New Auction Association Begins Business Under Satisfactory Conditions.

The first auction sale of the Automobile Auction Association of America took place yesterday afternoon at 220 West Forty-first Street, and fairly good prices were realized, considering the time of year. With a Director-ate consisting of Walter Allen of Allen, Halle & Co., Harlan W. Whipple, ex-President of the American Motor Car Company, Carl H. Page of the White Company, Charles S. Shongood, United States Government auctioneer, and Charles G. Wridgway of the Peerless Company. Intending purchasers are at liberty to inspect the machines thoroughly and the sales are conducted in a fair and business-like manner.

The problem of disposing of the old car has long been a source of much trouble to the owner who wishes to purchase a new car. This new auction association intends to offer a satisfactory solution of the difficulty, and cars sent for sale will be disposed of within thirty days. Sales will be held about once a month, but oftener if business demands. About twenty-five cars were sold during the afternoon, ranging in price from $400 to $3,000.

The New York Times
Published: December 8, 1905
Copyright © The New York Times