

Wildwood Farm CLIPS & CLOPS Oak Harbor

April 2024

YOUR NEIGH-BORHOOD HULLABALOO

CREATED & EDITED BY HEATHER CARDER

The Forgotten Story of a Horse named Pinto and the Ride of the Century

By Chuck Rand

At a time when R. F. Scott reached the South Pole and V. Stefansson and R. Anderson explored Arctic Canada, George W. Beck, a 30-year-old, disillusioned, part-time logger in Washington, dreamed of fame, riches, and making a reputation for himself by making the longest horseback ride on record. To this end he planned with three of his companions in 1911 to ride on horseback to every capital in the 48 states, arrive at the Panama Pacific International Exposition in San Francisco in 1915, put on a show on the midway, and write and publish an account of this odyssey. Moreover, there lurked the possibilities of lecture tours, appearances on vaudeville stages, and a filmed travelogue. A horse named Pinto would turn this "ride of the century" into a reality.

Joining Beck in this adventure were his younger brother, Charles C. Beck, an unemployed railroad employee who lived at Port Blakely on Bainbridge Island; Jay B. Ransome, a 38-year-old

brother-in-law living in Shelton, Washington; and Raymond G. "Fat" Rayne, a 20-year-old friend also living in Shelton. He convinced them that there was more money to be earned in the saddle than at the jobs they possessed at the time and they took the group name of Overland Westerners. So the foursome began their adventure...but it did not go as planned.

While Charles, Jay and Fat prepared the horses and tack in Shelton, George sought financial support. To underwrite this dream, George went to Seattle and ordered postcards and calendars to advertise their journey, show their zigzag route across the country, and to sell as keepsakes. He also reached an agreement with The Westerner, a Seattle magazine, by which the riders would sell subscriptions and the magazine would cover their sojourn. C. A. Osier, author of numerous articles about the Overland Westerners, wrote, *"This deal worked fairly well for the Overland Westerners in the western states, bringing in a fair amount of money, many meals and often lodging in small-town hotels. Mid-westerners and folks Down East and in the Deep South, however, showed little interest in a publication from the Far West."*

With five horses and a 60-pound, one-year old Gordon Setter and Newfoundland named Nip, the enthusiastic quartet began their journey on May 1, 1912, from Shelton. Their first stop was Olympia, Washington 18 miles away where Governor Marion E. Hay awaited. For the next three years averaging 22 miles a day, these travelers would stop at each of the 48 state capitals in the United States, rendezvous with the state's governor or his surrogate, and endure numerous disappointments and hardships including hunger, theft, weather extremes, and rugged trails. Moreover, financial woes came when The Westerner folded before the trip was half completed leaving them bereft of corporate sponsorship.

But, in spite of all this, they persevered and had some incredible triumphs. While in Boise, Idaho in June 1912, George rode in a show produced by a traveling 101 Wild West Show. He rode Pinto, a 15-hand, 912-pound, six-year-old Morgan Arabian horse originally used as the packhorse. While this horse was not considered to be crucial at the start of the journey, Pinto became George's favorite horse and was never traded or sold. As the journey progressed, the original horses,

Continued on page 11

WHAT'S TRENDING NOW

Tommy Hilfiger Launches New Equestrian clothing Collection

American fashion brand Tommy Hilfiger has launched its first equestrian clothing line this spring. The collection includes a range of men's and ladies' competition wear as well as casual equestrian clothing for everyday training and wear both around the yard and out and about.

The new range combines Tommy Hilfiger's signature preppy style with equestrian performance design. Aimed at riders of all levels, the collection is designed for leisure riders who like the equestrian twist on Tommy Hilfiger's casual style as well as those who compete.

The competition line includes a selection of smart breeches, shirts and jackets, while the leisurewear line also offers tops, hoodies, training jackets and caps. The stripe design, which is synonymous with the brand, features throughout the collection, as does the iconic red, white and navy color palette.



Despite an expected focus on fashion, the competition items are also functional and designed to enhance performance. The breeches feature a silicone grip seat and thin stretch material at the ankles for comfort. The show jackets carry the Tommy Hilfiger stripe in a subtle way with pocket and rear vent detailing, plus an FEI-compliant brand logo on the arm.

Tommy Hilfiger currently has a large sportswear offering that features a wide range of active wear. It has also previously sold a few items with an equestrian twist, including belts with a bit buckle design, but this will be the first time the brand has created sportswear specifically for equestrians.

www.tommy-equestrian.com



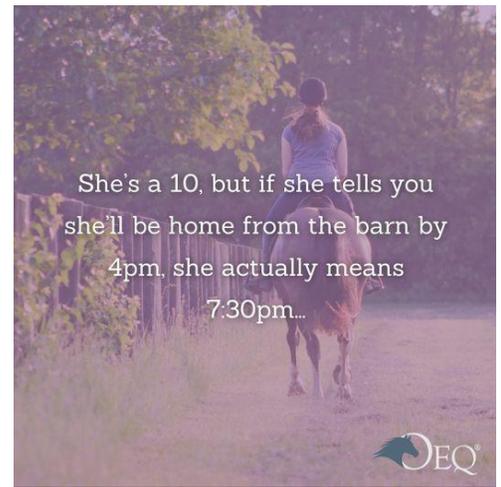
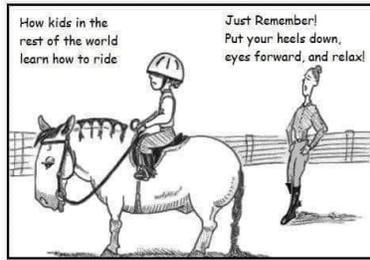
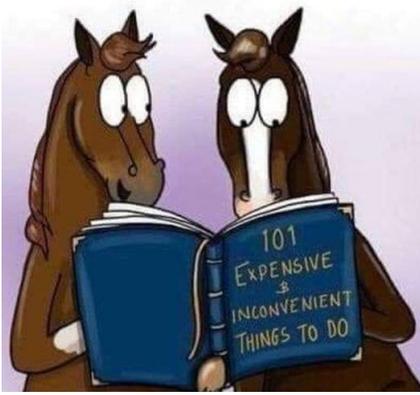
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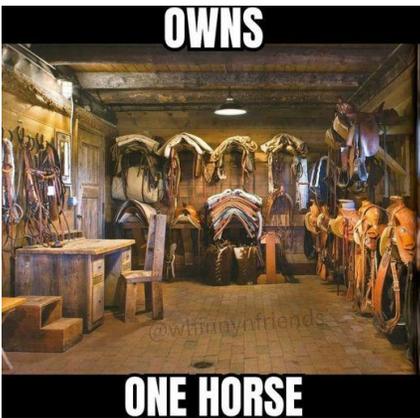
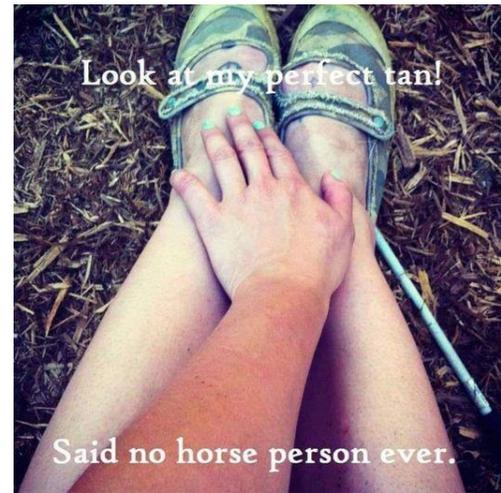
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New Items for May





"When your husband doesn't worry about you talking to other guys..... He worries about you talking to Phyllis on Facebook marketplace about a free donkey, a random goat, and some ducks that need rehomed"



WILDWOOD FARM B&B



This is your moment.

Today at Wildwood Farm B&B

A Genetic Counselor realized...

*You don't have to be great to start,
but you have to start to be great.*

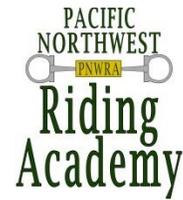
Immerse yourself in the equestrian world at Wildwood Farm B&B located on beautiful Whidbey Island.

Our ranch has a long history of igniting the spark between horses and humans, whether you want a small introduction or total immersion.

Come experience the power of possibility with these magnificent creatures and explore the abundance of silent repose.

www.wildwoodfarmbandb.com

WILDWOOD FARM HAS IT ALL!



“Ride with me and I will teach you what you need, for I am gentle and humble, and it’s here that you will find rest for your soul.”

-Matthew 11:29



“In Riding a horse, we borrow freedom.”

-Helen Thompson



WWW.PNWRiding.com

PACIFIC NORTHWEST RIDING ACADEMY

Monday 13 May 2024

Dramatic moment horses are rescued from mud in Connecticut

Two horses are now safe and sound after this Connecticut community banded together to save the animals from thick, deep mud in a swamp.

Two horses stuck in thick mud were rescued after efforts by 40 local rescuers in the community to save the distressed animals, one of which was stuck for over seven hours in the swamp. Teamwork shone its best in the town of Lebanon, Connecticut, when a volunteer fire department teamed up with other various local services and a nearby farm, helping bring two horses in a sticky situation into safety, the Lebanon Fire Department wrote in a Facebook post.

At around 2pm on Saturday, a call was made to the Lebanon Volunteer Fire Department (LVFD) reporting that two horses that had wandered off from their pasture and became stuck in deep mud in a swampy area around three-quarters of a mile into the woods behind a farm. Frank Himmelstein, owner and operator of Himmelstein Homestead Farm in Lebanon, told Fox 61 the rescue took place on his property, which allows the rescue organization Stirrup Fun Stables Rescue, Inc to pasture their animals on the farm.

Personnel from the LVFD responded to the scene but quickly realized this would necessitate the fire department to get involved as the horses were very large and the mud very deep. Various units from the fire department set up a staging area and were assisted by a "Deuce and a Half" military cargo truck to shuttle equipment through a river and thick mud to the distressed horses. Along with the cargo vehicle, other vehicles, including a truck from the farm, ploughed into the mud to transport 40 people along with the necessary equipment needed for this operation.

The fire department's units then created a makeshift bridge with unison logs, cribbing, plywood and signs so they could get the horses to flat land. The area was not accessible for some equipment, so it was all down to the manpower of the team of 40 to rescue the sunken horses from the mud, which was waist-deep on the rescuers. When the Durham Animal Response Team (DART) arrived, they set up their sled equipment, with the goal of rolling the horses out of the deep mud and onto the sled device.

Once the animals were on the sled, all the rescuers then worked together to pull the animals over the makeshift bridge and onto the nearest flat ground around 30 yards from the swamp. A rescue group from North Windham set up a dual rope system for the second horse, as it was considerably more stuck in the mud than the first.

Starting just before 4.30pm, it took just over an hour to recover both horses, who were in mild distress, with one being stuck in the mud and water for over seven hours. After a total rescue time of five hours, the horses were assessed by a vet and within less than an hour of being rescued, both horses warmed up enough to stand, got up without issue "and were happily eating some fresh hay".



Nutrition Corner

Horses evolved to eat frequent, small roughage meals throughout the day, so why do we only feed them twice?

Take a minute and picture horses in the not too distant past or in the wild today. They have no access to grain (concentrate) meals, and they graze for a substantial portion of the day. For managed horses, however, it is common to feed them 2-3 meals per day made up of a portion of concentrates and a serving of hay. Some of the more intensively managed horses have limited access to daily turnout and pasture, which means they might spend the bulk of their days in a stall without food between their meals.

"What we've done, without bad intention, is taken a continuous-feeding animal and turned them into meal-feeding animals," explains Anthony Blikslager, DVM, PhD, Dipl. ACVS, professor of equine surgery and gastroenterology at North Carolina State University's College of Veterinary Medicine, in Raleigh.

Even if those quality meals provide all the calories and nutrients a horse needs, they are not the healthiest option based on the horse's gastrointestinal (GI) structure and function.

Meet PEPTOES IN THE SAND

Lovingly better known as Elmo, this little gelding is one you will not soon forget!

Elmo is owned by Susan Hollander who moved up from San Francisco in 2021 to finally escape the fires and evacuation the two had experienced the years before and found a new home for them here at Wildwood Farm. Elmo is a registered quarter horse gelding that is a striking orange roan, standing approx. 15 hands with a bright-eyed, curious look.

Susan wasn't looking for another horse after her beloved Petey died, and she wasn't even sure she would ever want another horse at all. She was taking lessons at Paradyme Stables in California and one of the trainers approached her about a horse they had found, originally intended for a teenager at the barn that decided to pass on him. This trainer encouraged Susan to just go look at him - and when she did it was love at first sight. Elmo was 5 years old when she bought him, back in 2020.

The Gut: A Brief Overview

When on pasture, horses graze about 60% of their time, or 14 to 16 hours per day. This means horses continuously consume small amounts of forage, which provides a constant trickle of food to the stomach.

Because horses evolved as these grazing animals, their stomachs are quite small. The stomach only holds 3-5 gallons (18 liters), representing only 7-8% of the capacity of the entire digestive tract. Forage consumed during grazing moves relatively quickly through the stomach and small intestine to the hindgut (the cecum and large intestine), where bacteria and other microorganisms that make up the intestinal microbiome ferment it. Fermenting fibrous feeds is what provides horses with the bulk of their energy for bodily processes.

The best thing for the modern horse is to provide more smaller meals over the 24-hour period (4-5 is ideal), and as much turnout as possible. A horse's digestive system relies on alleviating any pent-up gas from fermentation, and continuous movement is the best way for them to do this.



WILDWOOD FARM AND TRIPLE CROWN FEEDS.

Our partnership with Triple Crown began in 2014 through a promotion with the USEF encouraging farm members to compare their current feeding programs with Triple Crown products. We have found the TC products to be superior to other products primarily because of the EquiMix technology and the research support of a leading-edge team including independent representatives of Equine Universities, Medical clinics and top-level riders and trainers

Elmo has an impressive pedigree and was expected to follow in his grandsire's hoof-steps and become a cutting horse champion. His Grandsire is Peptoboonsmal, known as the Two Million Dollar Sire and is legendary in the cutting horse world.

Although Elmo was in cutting training at the time Susan saw him, he really didn't make the grade and was being put on the market as a western pleasure horse. When Susan first met him, she said he was immediately affectionate and really wanted to engage with her; he was gentle and willing, great on the trails and loved Thaine – her husband – too.

Today, Susan and Elmo work with their coach, Lisa Boyer, on foundational dressage. The pair have come a long way and Elmo has turned into a handsome and athletic dressage horse! He is kind and gentle with Susan and they continue to grow and learn from each other every day.

Name: _____

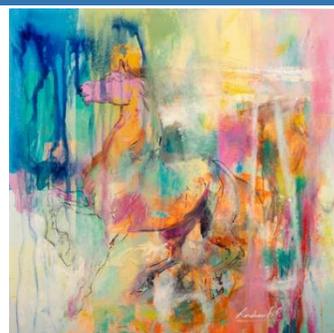
Horses

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- chincoteague/assateague
- american quarter horse
- appendix quarter horse
- american cream draft
- american paint horse
- mangalarga marchador
- american saddlebred
- gotland-russ pony
- danish warmblood
- dutch warmblood
- florida cracker
- canadian horse
- connemara pony
- kerry bog pony
- shagya arabian
- cleveland bay
- dartmoor pony
- thoroughbred
- curly horse
- abaco barb
- akhal-teke
- andalusian
- clydesdale
- dales pony
- saddlebred
- appaloosa
- fell pony
- camargue
- friesian
- arabian
- belgian
- budenny
- caspian
- mustang
- exmoor
- gypsy
- barb



HORSE ART FROM THAILAND AND PERU!



A Carousel for Missoula

Missoula, Montana

A classic carnival ride that was carved to be untouchable



IN THE HEART OF DOWNTOWN Missoula is a literal dream come true: A Carousel for Missoula. The carousel was created by a local woodworker who agreed to carve ponies for a carousel so long as the town promised that no one would ever take it away. So to this day, the carousel continues to surprise and delight visitors.

Over the course of four years, woodworker Chuck Kaporich and a team of wood carvers, painters, and restorers built a full carousel with 38 permanent ponies, two chariots, 14 gargoyles, and the largest band organ in continuous use in the United States.

The carousel has been operational since 1995. As you go around, each pass affords riders the chance to grab a ring from a dragon's mouth. The person who snatches the brass ring wins a free ride.

Connected to the carousel is a handful of other attractions as well. The wood shops where craftsmen work on carving new ponies are available for live demonstrations. If you want a few wood chips to take home as a unique souvenir, they are even available in the gift shop, labeled "Pony Droppings." There's also a fantasy-styled playground attached called Dragon Hollow. These classic attractions are keeping the magic of old-school fun fairs alive.

Know Before You Go

Rides are \$0.75 for children and seniors, \$2.25 for adults, and \$1.50 for an adult and child sharing a seat. You can ride the carousel from 11 a.m. to 5:30 p.m. from September through May and from at least 11 a.m. to 7 p.m. from June through August.

It is free to look at the carousel and play in the park. Parking is in a garage across the street, or street parking. The cost depends on where you park.

The Ardennes Draft horse



The Ardennes Horse has a rich history dating all the way back to Ancient Rome. Rumored to be descended from the horses that Julius Caesar prized for use in cavalry units, the breed originated on the Ardennes plains. During Ancient Roman times, the Ardennes was much smaller, standing closer to 14 hands. Napoleon crossed Arabians with these horses to increase their stamina, and Percherons and Thoroughbreds were later added to the breed, too.

It was in the 1800s that the breed started to resemble the Ardennes that we know today. Belgians were crossed with the Ardennes, creating a heavier conformation and transforming the breed into a heavy draft horse. The Ardennes served as an artillery horse, then was eventually sought after for its meat. A breed registry was established in 1929, and studbooks in France, Luxembourg, and Belgium now serve as modern-day breed registries.

The Ardennes is a powerful, heavy draft breed weighing between 1,500 and 2,200 pounds. Mares stand an average of 15.3 hands high, while stallions are slightly larger at 16 hands. Because the Ardennes has such tremendous muscling, it is sought after for its meat in European countries like France, Germany, and Switzerland. The breed's strength also makes it ideal for farming and forestry work. They're often used for competitive driving, and thanks to their great temperaments, they can also be riding horses as well as therapeutic riding mounts.

While this breed is still refined and bred, the Ardennes has been introduced to other draft breeds. It contributed to the development of the Sokolsky horse and the Trait Du Nord. The Ardennes was imported into the United States through 2004.

Black and bay are the most common colors, though palomino, roan, chestnut, and gray goats do occur, too. Black coated Ardennes are very rare and are not eligible for registration. The Ardennes has an impressive build and the breed is able to work in challenging, rough, hilly areas that other draft breeds would struggle with. This breed has a great disposition and is tremendously hardy.

Cont'd from page 1

suffering from fatigue and saddle sores, were traded for fresh horses with the local people. More often than not, the Westerners had to pay a premium in addition to trading the weary horses.

Arriving in Madison, Wisconsin on November 25, 1912 in the cold and flying snow, George Beck wrote, "Time for us to head south. Fact of the matter, we are way behind time. The ducks and geese are already there. Here we are thawing out bridle bits, sitting on cold rumps on frost-bitten saddles. We're dumbheads, but we're going to keep on being dumbheads."

By May 1913 the group was in Florida having gone through Tennessee and Alabama. Beck wrote, *"We aren't much shakes in the South. The best thing I can say, it's warm and we all got thawed out. The country is porely [sic] and the folks seem do-less — just settin' around waitin' for something to happen...Cards, calendars, subs [subscriptions] were of little interest. We were just four men ridin' horseback."*

In October 1913 they found in Maine a lovely country and fine people, mildly suspicious of four fellows who had nothin' better to do but ride horseback – but friendly nevertheless." From there they continued through Vermont, New York, Pennsylvania, and West Virginia.

It was noted that Pinto never seemed to lose his spark during the journey, even when he had a close brush with death when he flipped over in a stream while carrying a pack. Luckily, Pinto was rescued and did not receive any injuries.

During 1914, a story about a \$20,000 prize offered by the Northwestern Stockmen's Association circulated. Denied by Beck, the story stated that if the party reached San Francisco with Pinto on June 1, 1915, they were to receive \$1 for each mile. While Beck hoped that the prize money was a reality, he observed "but as of now, we are hustling for our expenses and we're sleeping on barn floors, in haystacks and in abandoned shanties." Meanwhile, the Panama Canal opened in August.

By November 1914 the travelers began the last leg of their trip. Ransome wrote in his diary about the cattle country of Oklahoma, Wyoming, Colorado, and New Mexico:

"These are horse people, cattle people, out-of-door people. They are on their own, and they know damn well we are on our own, and are not craving sympathy. We can't buy a bed or meal in this part of the country. It's all give and no take. They just want to talk horse and gear and pump us for yarns about our trip. We don't have to tell them about our hardships on the trail; they know all about rough going in a raw new country like this."

They reached Sacramento, California on May 24, 1915, the final state capital. Between them they had spent \$9,000, had endured 1,127 days of riding, and had used 17 horses, several of which had died on the trail. Anticipating large enthusiastic crowds, the four with Nip and Pinto moved on to San Francisco and the Exposition. They arrived on June 1 to no crowds and no riches. They were greeted by one spectator's demand to "get them hayburners off the street." They had achieved fleeting fame through columns in the San Francisco Chronicle, The Call and The Examiner, but as Osier writes the midway at the Exposition was flopping, "dying in the breeze from San Francisco Bay." Beck wrote, "The pot of gold we had been pursuing had moved out, way out into the Pacific Ocean." Six months before, Alexander Graham Bell in New York had telephoned Mr. Watson who at this time was in San Francisco to celebrate the first transcontinental telephone line.

WILDWOOD FARM Clips & Clops Newsletter

2326 Happy Valley Rd
Oak Harbor WA 98277

Beck's disheartened saddle mates sold their horses, saddles, bridles, and gear and took a train to Seattle and home. Beck stayed in San Francisco unsuccessfully lobbying vaudeville agents, theatrical and moving picture people, and authors like Jack London, Rex Beach, and Peter B. Kyne to write their story. He returned with Nip and Pinto to Puget Sound on a tramp steamer. He attempted to write a book about his adventures, but he said, "I wrote it sweet enough, but it came up sour." Surely Beck's dreams had passed through Homer's sawn ivory gate.

Beck worked as a shipwright at Johnson's Shipyard in Port Blakely and ran the Blakely "Please-U" silent movie theater. Osier wrote, "Shacked up alone on Bainbridge Island, he daily walked or rode lonely logging roads trying to reconstruct the happy, carefree days when he and his buddies were riding the long, endless trail to fame and fortune." In 1948 a drunken Beck drowned in a six-inch-deep roadside ditch. His cabin contained diaries and an unfinished manuscript titled "Longest Horseback Ride on Record."

After his owner passed away, Pinto went on one last packing excursion, making his way through the Olympic National Forest on yet another adventure.

According to the Long Riders' Guild, the Overland Westerners rode a total of 20,352 continuous miles in North America from 1912 to 1915 making this the longest documented ride in the 20th century. Having recently acquired vintage photographs which document this odyssey, the Dickinson Research Center is exhibiting several of them.

