

the MAINE *of the*
SPIRIT  TURF

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Special Issue — March 2017 — S. Dexter's The Maine Spirit of the Turf

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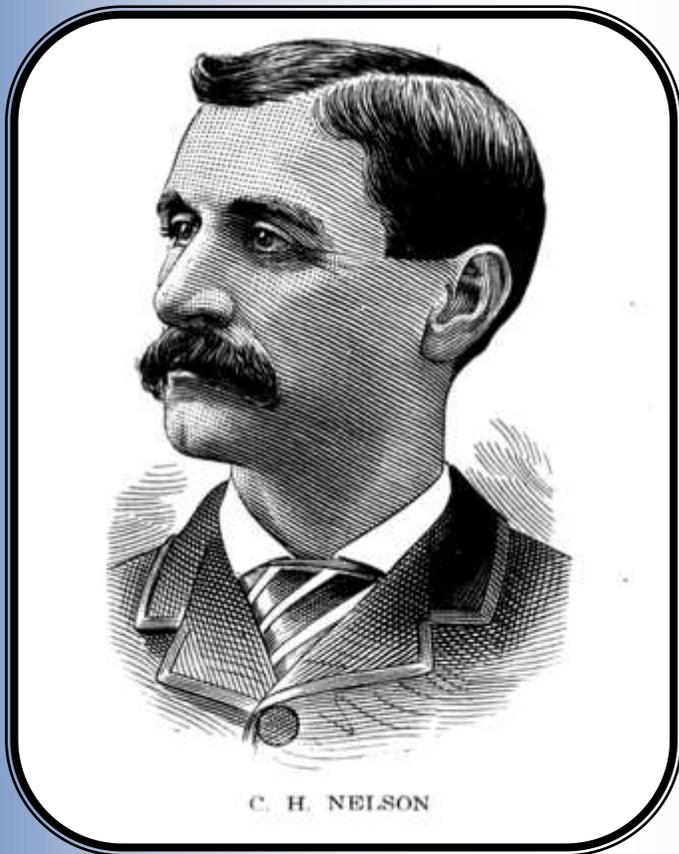
Charles Horace Nelson (1843 to 1915)

A Story of Fame & Glory -- Shame & Redemption

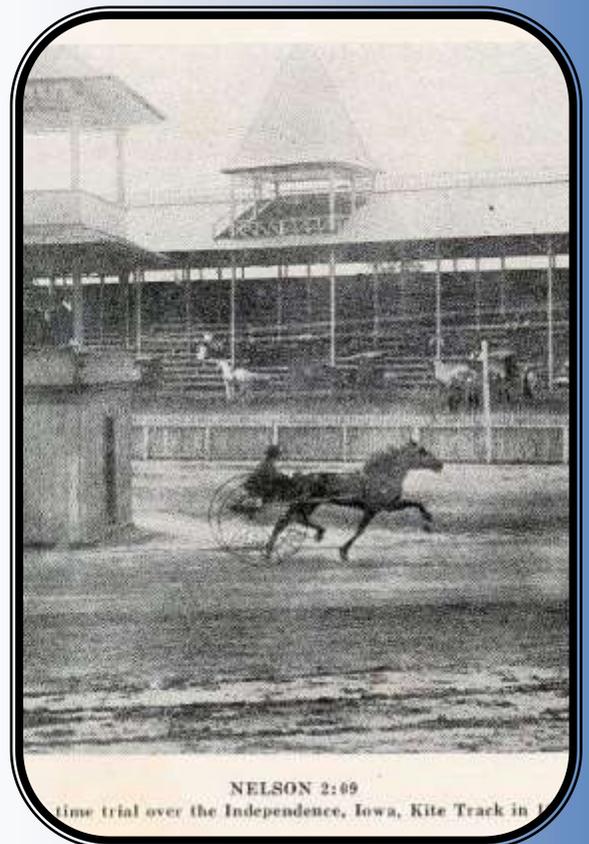
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C. H. NELSON



NELSON 2:09

time trial over the Independence, Iowa, Kite Track in 1



Charles Horace Nelson (1843 to 1915)

A Story of Fame & Glory -- Shame & Redemption

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Part I

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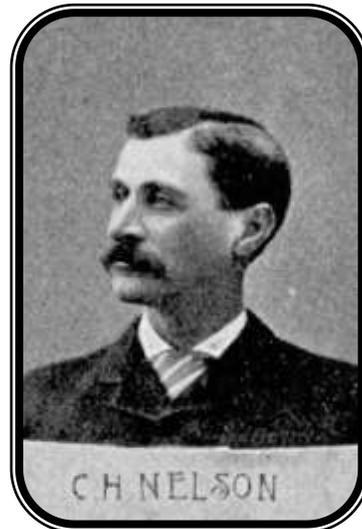
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Google Digital Books
South Portland Historical Society
Windsor Fair Historical Society
Sumner Webber, Historian, City of Hallowell, Maine
Ted Vaughan, owner of Elm Hill Dairy Farm (formerly Pine Grove Stock Farm)

Documents: Clark's Horse Review, The Horseman, The Kennebec Journal, The Lewiston Evening Journal, Turf, Farm, and Home, Illustrated History of Kennebec County, The Waterville Sentinel, The Wallace Monthly, Wallace Yearbooks, Maine Trotting Horse Heritage Trail



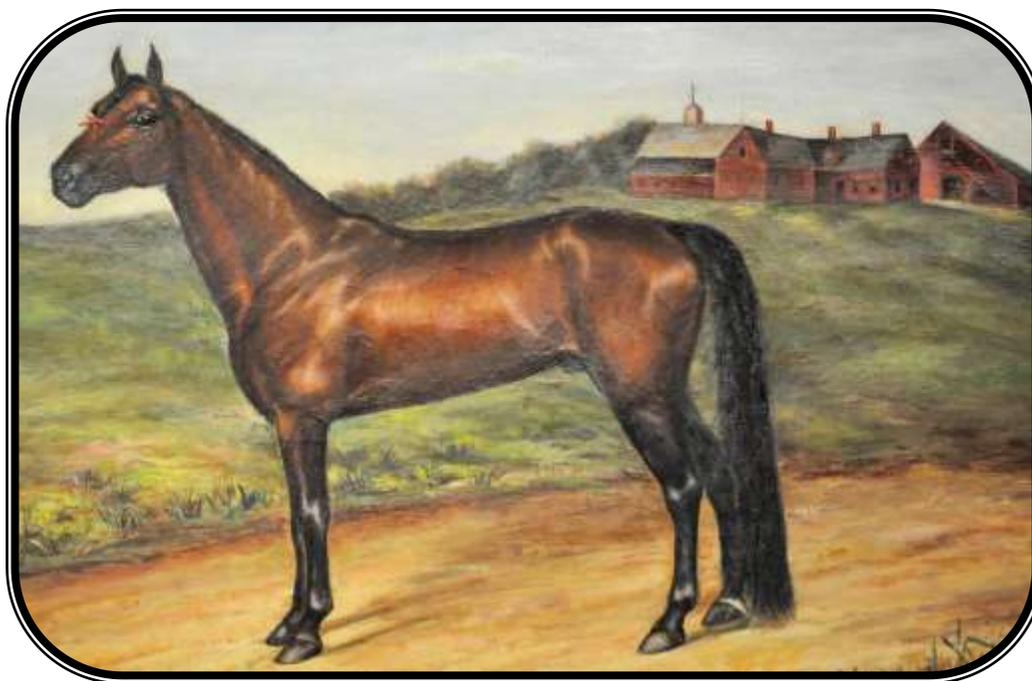
Charles Horace Nelson (1843 to 1915)
His Famous Trotting Stallion, Nelson 4209
A Story of Fame & Glory -- Shame & Redemption
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It is said that we each seek fifteen minutes of fame -- that moment of glory. Others make decisions or become drawn into situations that lead to devastating shame. Finally, those who are shamed may find redemption. Charles Horace Nelson, born in 1843 in Palermo, Maine, in his career as Maine's most famous horseman experienced fame and glory, then shame, then redemption.

Known as Hod by his many friends Nelson grew up in a small country town fifteen miles from Waterville, Maine. During this period of Maine history as today, the towns of China and Palermo share a common boundary. Hod's father, Benjamin ran a country store. Little is known of Hod's developmental years. Historical documents indicate that Hod attended public school and his family attended the Baptist Church in China. It was through a church building committee that Hod's father Benjamin worked with Francis Jones, the father of Hod's future wife, Emma Pinkham Jones.

Although this narrative regards C.H. Nelson, his lifework was tied to his world champion trotting stallion Nelson foaled in Winslow, Maine in 1882. According to his own account in a letter to the Clark Review, Hod first saw the dam of Gretchen at his father's store hitched to a wagon. Even at a young age Hod had the interest and an eye for a good horse. The driver of that wagon was A.K.



who were his loyal friends and those who were his enemies. As Nelson's reputation grew Sunnyside Farm became the destination for hundreds of people who wanted to see Nelson's operation, his stallions, and to listen to Nelson talk about his horses. Nelson was recognized as Maine's premiere horseman. At Lewiston, Nelson 4209 became the fastest three-year old on the United States' East coast. In 1890, Nelson 4209 at Maplewood Park in Bangor, Maine set the stallion world's record on a half-mile track.

It is at this point that Hod Nelson began his travels that led to the two year suspension of Nelson and Nelson 4209 from tracks sanctioned by the National Trotting Association. Newspaper reports tell of the possible sale of Nelson 4209 pursuant to Nelson 4209 winning a race. This race may have been the race against Alycyron at Charter Oaks Park in Hartford, Connecticut in 1889. According to newspaper accounts Nelson purchased a starting position in the race and then choose not to pay the fee. The race did take place and Nelson 4209 driven by Ira F. Woodbury won the first heat by 7 1/2 lengths. This was his only win that day. Alycyron won the remaining heats. Hod Nelson attributed the loss to his horse not being in the best of shape. However, a later article in a Hartford newspaper reported excessive starts and further stated that the starter was known to be biased for his favorite horses. A letter in one of Maine's newspapers from Samuel Currier of Hallowell, Maine addressed the possibility that Nelson's driver sold the race. The result of the Charter Oak Park race set the stage for the fix of the Balch Race in Boston, Massachusetts in 1890.

The Balch Race was to be the rematch between Nelson and Alycyron. An article in a Hallowell, Maine newspaper prior to the race indicated that many Mainers would be in attendance and that fortunes would be made and lost on this race. Accounts tell us according to the news that on the street the night before the race rumors spread that the fix was on. For the win, Nelson would pay Noble \$5,000 which was the amount of the winning purse. Plus Noble would be able to keep any winnings. Nelson did not want to drive Nelson 4209 and attempted to secure the services of John



Splan. Oddly, Splan had been paid \$500.00 just to walk about the grounds on the day of the race. A news article published after the race reported that Alycron had been shod the night before the race with heavier shoes that would result in breaking throughout the race. Nelson did win the race. During an evening of libation it was reported that Noble's driver told others of the fix. An investigation ensued and the National Trotting Association secured Nelson's check to Noble. Nelson continued racing Nelson 4209. However, in an affidavit to the NTA Nelson confessed that he was party to a fraud. Nelson had told others that he had been approached the day before to fix the race, but declined. However, Nelson reported in his affidavit that a close business associate without his knowledge set the fix and that he was not in a position to undo what had been done. Splan in his testimony reported that he had been paid not drive, but also stated that he saw nothing in the performances of the horses that would indicated any wrongdoing. Nelson refused to identify his business associate. Nelson and his famous stallion were barred from all NTA tracks. Noble refused to cooperate.

Balch eventually committed suicide.

YOUNG ROLFE.

BAY STALLION 15½ hands high, six years old. He was bred by W. P. Balch of Boston, by Tom Rolfe, dam Judith, by Draco, (record 2.28½, and sire of Draco Prince, record 2.24) 2d dam Lady Balch, by Rising Sun, (sire of Nabocklish, record 2.29½).

TOM ROLFE, (record 2.31, and trial previous to his injury, in 2.23), was by Pugh's Aratus, son of thoroughbred Aratus, and out of Old Pocahontas the pacer, whose record of 2.17½ to wagon, has never been beaten that way of going, and who was also the dam of Bonner's Pocahontas, record 2.26½, May Day, (dam of Nancy, 2.23½), and Strideway.

TOM ROLFE is the sire of Lady Rolfe, 2.22½, and Tom Hendricks, 2.25, (trotters), and of Sleepy Tom, 2.12½, and Gem, 2.16, (pacers), also of Pocahontas Boy, sire of Highland Mary, (trotter) 2.26, and Buffalo Girl, (pacer) 2.12½.

YOUNG ROLFE trotted a public trial at the Maine State Fair of 1882, in 2.29½, and at Waterville, in 2.31½, and repeated in 2.27½, last quarter in 35 seconds. Limited to 60 approved mares.

Charles Horace Nelson (1843 to 1915)
A Story of Fame & Glory -- Shame & Redemption



Rigby Park -- Nelson's Best Time 2.09 -- Match Race with Directum

By delaying his admission of guilt, Nelson set off on a course that allowed his stallion to make history.

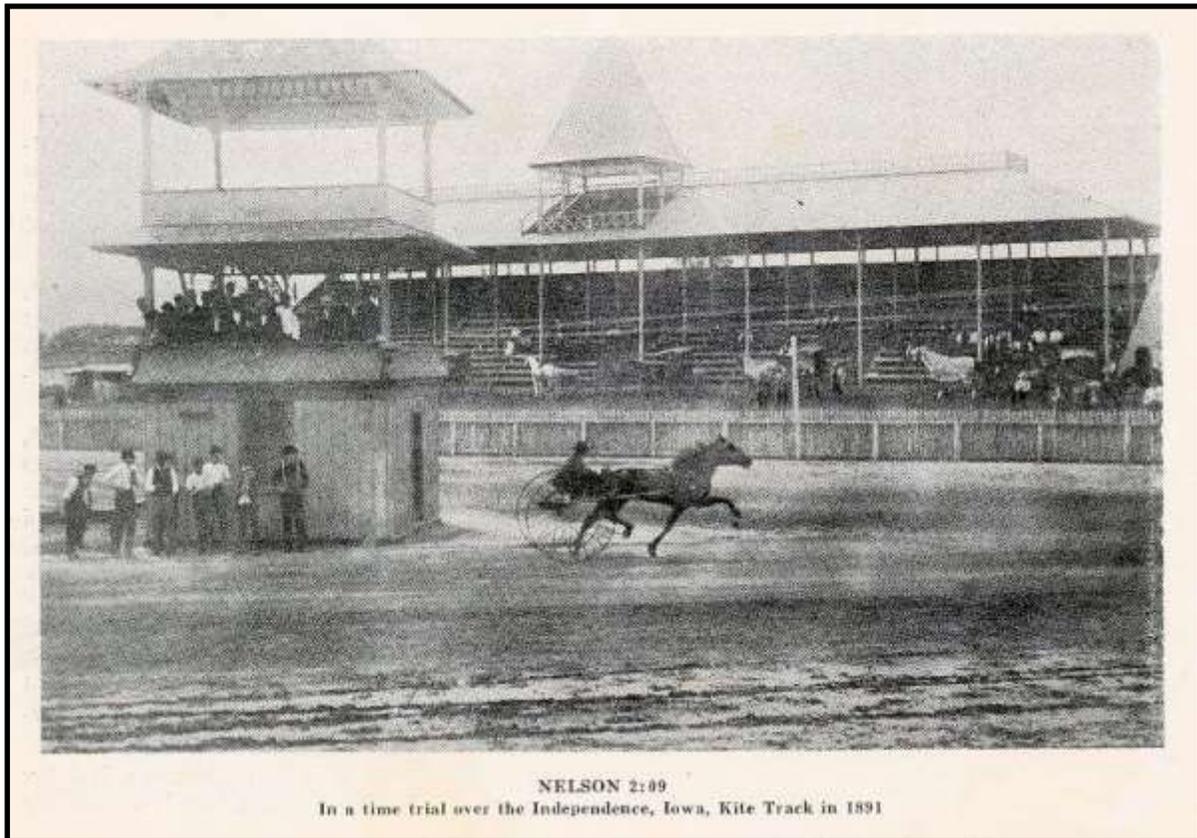
It was in this series of races that Nelson and his horse set the world's stallion record on a regulation oval mile track with a high wheel sulky. Nelson, called the Northern King, was given the title of the King of Stallions in 1891.

Given his NTA suspension, Nelson sought and gained membership in the American Trotting Association. This did not set well with the National Trotting Association.

In November of 1891, the Waterville Sentinel reported that Nelson had completed all land negotiations and that work had begun on a mile track in Waterville, Maine. By the end of November, the Sentinel reported that Nelson had abandoned his Waterville mile track. Oddly, a bit late, he had learned that the City of Waterville had planned to build a road through the center of his proposed track. At this point, Nelson became a member of the Maine Mile Track Association and invested his money in the building of Rigby Park located in South Portland, Maine.

In 1892, Rigby Park became the site of Nelson 4209's best time of 2.09 with the bicycle sulky. This time was never accepted as a recorded time. In 1894, Nelson 4209's best recorded time of 2.07 3/4 was recorded at the Moosepath Trotting Park in St. John, New Brunswick. This record time remained for more than ten years. This time is not recognized or recorded in the United States.

In all probability, Nelson 4209's last significant competitive race was against a five-year old named Directum. Nelson 4209 was twelve years old. This was September of 1894. Directum won all three heats. In the third heat, Directum was so far ahead that Nelson slowed his horse down and slowly trotted to the finish line. From this point forward Nelson may have driven Nelson 4209 as part of exhibitions. At some point Nelson partnered with Samuel Currier of Hallowell by opening the Pine Grove Stock Farm. This farm was once owned by Benjamin Vaughan and Governor Bodwell. Newspaper ads and



catalogs indicated that this farm was operated by Nelson and Currier between 1893 and 1897. Around 1900 the farm was sold back to the family of Benjamin Vaughan. The farm was operated as Pine Grove until 1901 by William Vaughan and then renamed the Elm Hill Dairy Farm.

Beyond 1895 Nelson continued breeding and selling horses. His famous stallion was still in service. In the early 1900s ads can be found in various newspaper offering Stallions for service that were Nelson's get. Other newspapers present newspaper articles speaking of Nelson's continued reputation as a horseman and as an authority on identifying excellent horses. Never again did Nelson bred a horse with the qualities and abilities of Nelson 4209. There must have been the right magic in the breeding of Young Rolfe and Gretchen. A bad business decision led resulted in Nelson selling Young Rolfe. He warned the new owner not to push Young Rolfe. Nelson attempted to buy Young Rolfe back, however, the horse under the direction of his new owner died being pushed too hard by his driver on a track out of state.

Nelson's historic bloodline still exists through the maternal bloodlines originating with Suzette Nelson and Gertrude Nelson. In the 1890's and as late as 1901, Nelson 4209 was bred with horses from other states. As a result Suzette Nelson and Gertrude Nelson both raced and were bred as broodmares. Suzette Nelson was bred with Baron Wilkes -- the result, Suzette Baron was bred with Bingen -- their foal Nelson Bingen became one of New Zealand's and Australia's greatest sires. Suzette Baron was exported to Austria.

Gertrude Nelson found her way to Canada. Through her maternal bloodline, Nelson's bloodline still exists. Combining the maternal bloodlines of Gertrude and Suzette the bloodline exists in Australia, New Zealand, Slovenia, and Canada. Telephone conversations with current owners of the bloodline indicate that other horses may existing in New York, New Jersey, and North Carolina. To date no research had been conducted to see if there are any Maine descendants of Nelson 4209. Today the descendants of Gertrude Nelson include Gravel Gertie, Gravel Crusher, Spirit of Fire and Cenalta Fire-

works. Gravel Crusher raced at the Meadowlands in 2010.

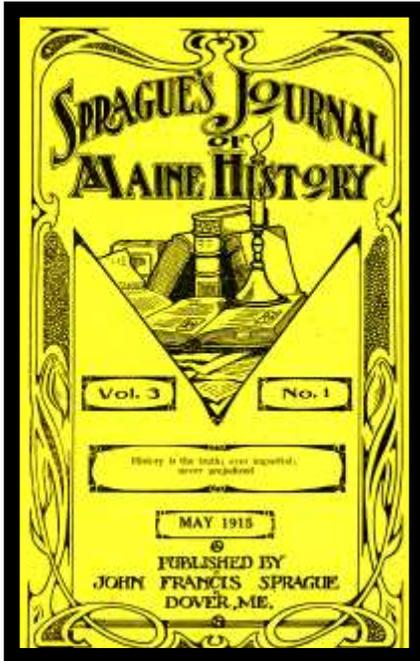
Nelson's Path to Redemption —

Nelson 4209 died on December 4, 1909. September two year earlier, Hod Nelson found redemption. Although we know that Nelson continued to operate Sunnyside Farm and raced, writers of articles for the horse periodicals or books related to trotting history seemed to leave C.H. Nelson and his famous stallion out of the historical record. Probably, pay back for past behaviors and the fix of the Balch Stallion Race in 1890.

However, in 1907 Nelson was asked by the organizers of the Central Maine Fair to put together an event that would be called "Nelson Day." Nelson agreed to create the display. Nelson called all over New England and asked horses at the Central Maine Fair in Waterville, Maine. Here Nelson finds redemption. On Nelson Day sixty of Nelson's and Wilkes' get paraded on the track at the Central Maine Fairground. Afterwards newspaper accounts applauded the grandeur of such a magnificent parade and doubted if such an event would ever be repeated. Nelson spoke to an audience of more than 2000 Mainers on his work and his horses. Trophies, paintings, and photographs were on display in the Grand Coliseum. Nelson 4209 had hundreds of visitors in his stall.

In the late 1880s Nelson along with two other Mainers, E.L. Norcross, and George H. Bailey were recognized in a group photo of superior horsemen from across the country. From 1882 through 1888, Nelson was at the top of his game. Between 1888 and 1892 Nelson and his famous stallion set world stallion records on both regulation half mile tracks and mile tracks. He played the hand dealt him as result of the Balch Race the best that he could. Given the disbelief on the part of John W. Thompson, publisher of the Maine Horse Breeders' Monthly and others regarding Nelson being party to a fraud, it just might be that Nelson got caught up in an event beyond his control. Some writers proposed that Nelson was duped by Noble and his boys. Nelson never identified his business partner who agreed to the fix.





Charles Horace Nelson of Waterville was born in Palermo, Maine, in 1833, and died at Togus, March 30, 1915. He was long known among his friends and the fraternity of "horse men" generally as "Hod" Nelson.

Before the State became noted for producing immense crops of potatoes and its dairying industry there was a period in the agricultural history of the State, (1880-1895) when Maine enjoyed a veritable horse-breeding boom, and for a decade at least Maine's fast trotting horses had a world-wide fame. Very much of this condition was due to Mr. Nelson and his horse Nelson.

The respective careers of Nelson the man, owner, breeder, driver and race track habitue; and Nelson the horse, a superb beast that was the world's champion trotting stallion for a time added greatly to the fame of the Pine Tree State as a great horse breeding section of the country.

He was a unique character, positive in his nature, forceful, and in some ways eccentric. His life was more or less a checkered one; he had served as a soldier in the Union Army in two Maine regiments and was a member of the G. A. R.

Probably no human being ever loved a speechless animal more fervently than did Hod Nelson love the horse that bore his name.

He will long be remembered for sterling qualities and this deep and somewhat remarkable affection for, and devotion to his horse, is among the most beautiful of them.

Upon the death of his horse, Nelson the man was never the same. He had been of ill health, said to be feeble and almost blind. He had made few public appearances. In March of 1915 Nelson died at the Military Home in Togus, Maine. Nelson's wife Emma who had been caring for him suffered from a stroke and was unable to care for him. She died in an apartment on Silver Street in August of 1916.

His obituary in the Waterville Sentinel used the phrase, "**a once famous horseman.**" In his day, Nelson was criticized for his handling of and driving of Nelson 4209. However, Charles Horace Nelson brought fame and glory to his name and to the State of Maine. He travelled by train all over the United States, throughout Maine, and Canada to race and exhibit his horse. In Maine after Nelson 4209 gained his reputation for speed, Maine horseman would not enter their horses into competition with Nelson. Therefore, Nelson 4209 was mostly exhibited at fairgrounds and tracks throughout Maine. In his day, in his moment, C.H. Nelson was a famous horseman and his horse Nelson 4209 was recognized as the King of Stallions. 100 years have passed since the death of Nelson 4209 and 1915 marked the 100th anniversary of the death of Maine's most famous horseman, Charles Horace Nelson, a man of humble origins from the town of Palermo.

The story of C.H. Nelson is unique -- a story of accomplishment, a story of perseverance, a story filled with great moments of success, fame, and glory, and a moment irreversible that brought great shame, and perhaps a life that became more difficult than it should have been.

It is this story that speaks of immortality. That is -- only if we choose not to ignore it.

Pine Grove Stock Farm
Hallowell, Maine



STALLIONS FOR SERVICE
—AT—
PINE GROVE STOCK FARM,
HALLOWELL, MAINE.

DICTATOR CHIEF 7606.

Record 2.21½. Sire Dictator 113.

BROWN ROLFE 19,446.

Sire Young Rolfe, record 2.21½. Sire of Nelson 2.00.

CURRIER.

Sire Nelson 4200. Record 2.00. Dam Lady West by Col. West.

COMMODORE NELSON.

Sire Nelson 2.00. Dam Zaida by Dictator Chief.

WILKES JR.

By Wilkes 8071. Sire Alpecon 733, Dam Sunbeam by Nelson 2.00.

These Stallions are all good size, color and style. Come and see them or write for Catalogue.

SERVICE FEE FROM \$15.00 TO \$35.00.

Brood Mares and Geldings, also Colts from the Different Horses, constantly on Hand and for Sale.

CURRIER & NELSON, - - - Proprietors.



The home and the barns of Pine Grove Stock Farm were taken in 1901. Currier and Nelson operated the farm from 1893 to 1897. Currier sold the farm and other land to William Vaughan. The property now called Elm Hill Dairy Farm is still owned by a descendant of William Vaughan. The barns burned in the 1940s. The ad was cropped from an issue of Turf, Farm, and Home.



Death of C. H. Nelson

WATERVILLE, Me., March 30.—Word was received here of the death of Charles Horace Nelson, formerly a well-known horseman, at the Soldiers' Home at Togus. Mr. Nelson was 72 years old. He was the owner of the champion trotting stallion Nelson 2:09.



C. H. NELSON

WEDNESDAY, APRIL 7, 1915

who formerly held the world's record for stallions on both mile and half-mile track. "Hod" Nelson, as he was called, was born in China, Me., and always dealt in horses, buying from 10 to 100 a year and shipping them to Boston, disposing of them to the late Wesley P. Balch. In one of these cargoes he had quite a good mare, which, upon arriving in Boston, seemed out of sorts, and Balch refused to buy her. He wrote Nelson that he would send him a yearling colt, sired by Tom Rolfe, with a record of 2:33½, in exchange for the mare, and take his chance as to her dying. This colt was none other than the famous Young Rolfe 2:21¼, the sire of Nelson. Young Rolfe was offered several times for small sums. Shortly after having swapped for the colt, "Hod's" wife's father died, and his estate, sold at auction in Vassalboro, included a number of fairly good horses, valued from \$75 to \$175 each, which "Hod" bought at a low figure. Among this lot was Gretchen, the dam of Nelson, sired by Gideon, he by Hambletonian 10. After making this purchase Gretchen was offered for sale to Roswell Morse, of Vassalboro, for \$250, but Morse would give only \$200, and the sale fell through. "Hod" considered her a fairly good brood mare, and so he bred her to Young Rolfe, and she produced Nelson.

When a year old Nelson was one of the most awkward yearlings that ever drew breath, and his owner would have sold him for \$200, but there was no one who wished to relieve him of the animal.

Nelson enlisted before he was 20. He was at one time commander of U. S. Heath Post, G. A. R., of Waterville. Nelson was expelled from the National Trotting Association following the famous Nelson-Alcryn \$10,000 stallion race trotted at Beacon Park, Boston, on Sept. 23, 1894, being found guilty of having had his horse pulled, the verdict ostensibly being rendered on his own confession. The case created nation-wide discussion and created much feeling, the general body of horsemen being divided into two factions, respectively pro and anti-Nelson. Eventually the verdict was rescinded and the Maine man reinstated. For a number of years past he had been in failing health and his death was not a surprise.

TURF, FARM AND HOME.

BRIGHTEST AND BEST!

The Fourth Annual Exhibition of the

CENTRAL MAINE FAIR ASSOCIATION

Will Be Held At

CENTRAL MAINE PARK

The Second Week of September. Observe the days

Sept. 9, 10, 11, 12, 13, 14, 1907

Preparations already made clearly show that the Exhibition this year will far eclipse anything ever before attempted in the line of fairs in Maine. Send for a Program List to the Secretary. Watch these columns for detailed accounts of attractions, now being arranged.

The public will recall how steadily the Central Maine Fair has grown since its first inception, and what has been done can be safely taken as a guarantee of what will be accomplished in the future. No such preparation for an Agricultural Fair in New England has ever been made as is now being mapped out by a competent corps of workers.

WATCH AND SEE IT GROW!

For full particulars as to each and every department of this Modern and Model Exhibition address the officers.

E. P. MAYO, President. GEO. R. FULLER, Secretary. MARTIN BLAISDELL, Treasurer.



**Gravel Gertie in the Winner's Circle
Dam of Gravel Crusher
Now owned by Helen and Gordon Empey
Bowden, Alberta, Canada**

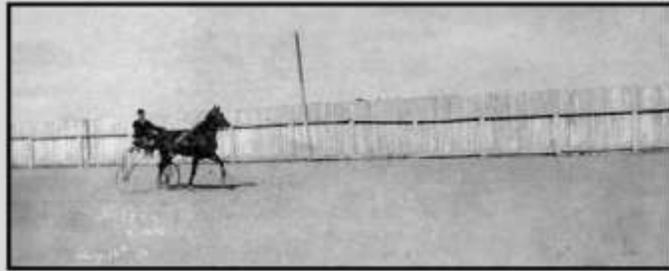


NELSON 2.09
MAINE'S CHAMPION TROTTING STALLION
HALL OF FAME IMMORTAL
GOSHEN, NEW YORK

NELSON 2.09 1994 [1882—1909]
Sired by Young Rolfe out of Gretchen, Nelson was bred by C.H. Nelson of Waterville, ME, who developed the trotter's speed and trained, drove and owned him throughout his extended turf career. The horse achieved early speed when, at 3, he trotted in 2.26 3/4 on a half-mile track in Lewiston, ME. Any three-year-old that trotted that fast in 1885 was assured of a wide reputation. Four years later Nelson appears on the Grand Circuit in Buffalo and created a furor when he won a \$5,000 stake by trotting three consecutive heats 2.15, 2.17 1/4 and 2.15. On September 6, 1890, in an exhibition mile, at Bangor, ME, he set a world record of 2.15 1/4 for a half-mile track. Nelson became the "King of the Turf" on October 21, 1890, when he trotted a mile against the clock in 2.10 3/4 at Cambridge City, Indiana. In 1891, at Grand Rapids, MI, hooked to a high wheel sulky, he trotted a 2.10 mile over a regulation track. His career record was set in 1893 in South Portland, ME when, this time to the new low wheel bike, he went against the clock in 2.09. Nelson died on December 4, 1909 at Sunnyside Farm, Waterville, ME at age 27.



THE LOST TROTTING PARKS OF NEW ENGLAND



Nelson 4209 at the Kite Track in
Old Orchard Beach — 1896

Connecticut

Avon
Berlin
Branford
Bridgeport
Bristol
Brooklyn
Collinsville
Danbury
Derby
Granby
Hartford
Harwinton
Huntington
Manchester
Meriden
Milldale
Naugatuck
New Haven
New Milford
Newtown
Norwalk
Norwalk
Orange
Putnam
Rockville
Simsbury
South Woodstock
Southington
Stafford Springs
Suffield
Torrington
Wallingford
Waterbury
Watertown
Windsor
Woodbury
Woodstock

1890
To
1930

New Hampshire

Bradford
Bristol
Claremont
Colebrook
Contoocook
Dover
Greenfield
Lebanon
Littleton
Manchester
Nashua
North Conway
Pittsfield
Plymouth
Portsmouth
Rochester

Massachusetts

Allston
Amherst
Athol
Attleboro
Barnstable
Barre
Blanford
Boston
Bridgewater
Brockton
Charlemont
Chicopee Falls
Clinton
Concord
Danvers
Dorchester
East Hampton
Fitchburg
Gardner
Glenboro
Great Barrington
Greenfield
Groton
Haverhill
Holyoke
Hubbardston
Hudson
Lawrence
Lee
Leominster
Littleton
Lowell
Marshfield
Medford
Middleboro
Nantucket
New Bedford
Newburyport
North Adams
Oxford
Palmer
Peabody
Pepperell
Pittsfield
Reading
Readville
Saugus
Somerville
South Framington
South Hadley
South Weymouth
Spencer
Springfield
Sturbridge
Tauton
Topsfield
Uxbridge
Waltham
Ware
Westfield
Whitinsville
Worcester

Rhode Island

Hillsgrove
Newport
Pascoag
Pawtucket
Providence
River Point
West Kingston
Woonsocket

Vermont

Barre
Barton
Bellows Falls
Bradford
Brandon
Brattleboro
Burlington
Canaan
Essex Center
Essex Junction
Factory Point
Fair Haven
Ferrisburg
Highgate Center
Ludlow
Manchester Center
Middlebury
Morrisville
Newport
North Troy
Richford
Rutland
Sheldon Junction
South Wallingford
Springfield
St. Albans
St. Johnsbury
Tunbridge
Waitsfield
Washington
Waterbury
West Derby
White River Junction
Windsor
Woodstock

Maine

Acton
Albion
Andover
Anson
Ashland
Augusta
Bangor
Bar Harbor
Belfast
Biddeford
Bingham
Blue Hill
Bridgeton
Buxton
Calais
Camden
Caribou
Casco
Cherryfield
Cornish
Cumberland Center
Damariscotta
Danforth
Dexter
Durham
East Pittston
East Sebago
Eastport
Eden
Ellsworth
Exeter
Fairfield
Farmington
Fort Fairfield
Foxcroft
Freeport
Fryeburg
Gardiner
Gorham
Gray
Hartland
Houlton
Kingfield
Lewiston
Lincoln
Livermore Falls

Machias
Madison
Milo
Monroe
Montville
New Gloucester
Newport
Norridgewock
North Anson
North Berwick
Norway
Old Orchard Beach
Old Town
Orrington
Patten

Phillips
Pittsfield
Pittston
Portland
Presque Isle
Princeton
Rangeley
Readfield
Rockland
Rumford
Rumford Falls
Saco
Sagadahoc
Scarboro
Shapleigh
Skowhegan
South Norridgewock
South Paris
South Portland
South Windsor
Topsnam
Union
Unity
Van Buren
Vinalhaven
Waldo
Waterville
West Cumberland
Windsor
Yarmouth

2017 Maine Agricultural Fairs:

July 1- 4 — Houlton

July 6-9 — Ossipee Valley

July 14-16 — North Waterford

July 20-23 — Pittston

July 28-Aug. 6 — Bangor

July 28-Aug 5 — Northern Maine

August 2-5 — Monmouth

August 6-13 — Topsham

August 10-19 — Skowhegan

August 20-26 — Union

August 24-27 — Acton

August 24-27 — Piscataquis

August 27-Sept 4 — Windsor

August 31-Sept 4 — Blue Hill

September 1-4 — Springfield

September 1-4 — Harmony

Sept 7-10 — Clinton

September 8-10 — Litchfield

September 13-16 — Oxford

September 15-17 — New Portland

September 17-23 — Farmington

September 22-24 — Common Ground

September 24-30 — Cumberland

October 1-8 — Fryeburg

New Fairs:

June 24-25 — Maple Meadow Farm Fest

August 24-25 — Maine Farm Days



Harness Racing Dates & Times at Maine Agricultural Fairs

July 28-Aug 5 — Northern Maine

28 (6:00), 1 & 2 (2:00), 3 & 4 (6:00)

August 6-13 — Topsham

6, 7, 8 (5:00), 9 (1:00), 12 (1:00)

August 10-19 — Skowhegan

13 & 14 (1:00), 15, 16, & 17 (7:00)
18 & 19 (1:00)

August 19-26 — Union

20, 22, 23 & 24 (2:00)
26 (12:00 noon)

August 27-Sept 4 — Windsor

27 (1:00) , 28, 29, 30 & 31 (3:00)
1 (3:00), 2, 3 & 4 (1:00),

September 13-16 — Oxford

13, 14, 15, & 16 (1:30)

September 17-23 — Farmington

17, 18, 19, 20, 21, 22 & 23 (2:00)

September 24-30 — Cumberland

24, 25, 26, 27, 28, 29, 30 & 1 (1:30)

October 1-8 — Fryeburg

3, 4, 5, 6, 7 & 8 (1:30)

Check with each Fair for Accuracy of Dates

S. Dexter's The Maine Spirit of the Turf published by The Lost Trotting Parks Heritage Center
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