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The Grooming of Horses.

The practice of washing horses, as a rule, is injurious, because it removes the natural oil from the outer skin and predisposes the animal to chill, writes a practical man in the Kentucky Stock Farm. The application of water to a horse's skin increases the heat conducting power of his coat, and lowers the temperature of the surface by evaporation and also by conduction, in the event of the temperature of the water being colder than that of the skin. Although in hot climates, like that of India, and in many parts with us, the horse may be washed with impunity, provided that he is quickly dried, I do not think that such a proceeding is safe in temperate or cold countries. Even in the tropics washing a horse always takes the gloss off his coat, no matter how vigorously the subsequent grooming may be performed. This fact is certainly a strong argument against the practice in question. If it is imperative to wash, and there is not sufficient help to have the horse rubbed dry, without loss of time, we may, after scraping and, going over him with two or three dry rubbers, take him out and exercise him at a brisk pace until he gets dry. We should then walk him about until his circulation regains its normal condition before taking him in. If we cannot give this exercise we may, after scraping and drying him, put on him a good supply of warm clothing, bandage his legs, and leave him thus to dry under his rugs, which we will do in an hour or less. He should after that be exercised and well rubbed down, so as to prevent his getting chilled. A good plan for getting a horse to dry quickly and safely under clothing is to cover the animal's back and loins with straw before putting on a rug, so as to utilize the low heat conducting power of air and to give as little impediment as possible for the escape of moisture.

Water has no power to remove the scales which the outer skin gives off in the form of dandruff; its cleansing effect being confined to sweat, mud, dust and other kinds of adventitious dirt. The practice of washing horses often gives rise to cracked heels and mud fever, which is a form of inflammation of the skin that extends more or less over the legs and sometimes over the lower surface of the abdomen.

We find from experience that the external applications of warm water, especially to the legs, is even more objectionable than cold water. This is chiefly due to the fact that warm water more readily removes the oil which keeps the skin soft and pliable; and is more efficient in loosening the layers of scales which serve to protect the true skin from irritation by external influence than cold water.

The expression "hand rubbing," is employed as a rule only in connection with the legs of a horse. The extension of this practice to the body of the animal, in the manner practiced in India, would make a great improvement in our grooming. It has the special advantage of being in no way irritating to the skin, and consequently it is seldom resented by the horse. I am of the opinion that it is a better stimulant to the skin than any other form of grooming. It is certainly the best means for putting a gloss on the coat. The hand-rubbing of the body is carried out as follows: In hand-rubbing above the knees and hocks the stroke should be commenced by bringing the flat of the hand—each hand to be used alternately—well under the belly, down the forearm, thigh or gaskin, or between the fore legs, as the case may be, and it should then be drawn up with an even and firm pressure. As the hand is raised the elbow should be turned out and the under part of the bared forearm should be brought into play against the grain of the coat. In doing this the weight of the body and the strength of the arm should be utilized.

The usual method adopted in hand-rubbing the legs below the knees and hocks is to kneel down or sit on one's hams by the side of the leg, which is to be manipulated and make alternate strokes downward, while grasping the leg between the fingers and thumb. When on the near side the left hand is naturally placed on the front of the leg, and the right on the back of the leg. On the off side the position of the hands is of course reversed. The pressure exerted by the hands should be firm, but by no means irritating. The skin at the back of the pasterns should be well rubbed, so as to render it as dry and pliable as possible.

Hand-rubbing the legs is a beneficial practice with the generality of stabled horses. It prevents stagnation of the blood in the legs and feet; by the pressure exerted it promotes the absorption of any effusions that may be present about the back tendons and suspensory ligaments and it helps to guard the skin against cracked heels and mud fever. Although this ordinary hand-rubbing is sufficient for grooming purposes, it is not nearly so effective in cases of sprain, as the method of hand-rubbing from the fetlock upwards while the limb is held off the ground.

Hand-rubbing the body helps to keep the coat short, which desirable effect is increased by dampening the palms of the hands in water. If this is done when hand-rubbing the legs, or if the legs be wet when when rubbed, their appearance, in the case of well-bred horses, is apt to be spoiled by patches of hair being removed owing to the moisture loosening the hairs. Hence the hands should be kept dry when the legs are being hand-rubbed, unless we want to diminish the amount of hair.

The Lieutenant-Governor says that men who are fond of flowers are all right, for the beauty of the flowers is reflected in their characters. We will bet seven sents that Charlie Hyman's favorite flower is the cauliflower.—Toronto News.

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That New York lad who fell from the roof of a seven-story flat building the other day without injury to himself will make his mark when he is old enough to play football.

New Invention for Ventilating Railway Cars

George Henry Layng, employed in the C.P.R. freight sheds at the Union Station, has invented a new system for ventilating passenger cars, says the Toronto World. Mr. Layng claims that his invention will dispense with the top windows in cars, thereby doing away with the down draught on the heads of passengers. It will also prevent the necessity of having to open the side windows. The invention consists, essentially, in providing cars with a false ceiling, thus making a space for the whole length of the car. In this space, a system of pipes is placed, being so constructed as to keep the car well supplied with fresh air, and without danger of any draught being felt.

The Bonnie Brier Bush

The ever popular "Beside the Bonnie Brier Bush," was presented at the Academy of Music to a full house last Thursday evening in a manner that left little to be desired. Miss Camilla Reynolds as Flora Campbell won the favor of those present almost from her first appearance on the stage. Her portrayal throughout showed excellent dramatic power. The part of the stern old shepherd, Donald Campbell, formerly played by J. H. Stoddart, was taken by Mr. David Davies with admirable fidelity to the character. "Posty" now played by Mr. Charles E. Bloomer is funny without exaggeration to which Fax who formerly appeared in this role, was rather inclined. The little tots Flora Bennett and Winnie Bennett represented Geordia and Jennie well. Without further particularizing it may be said that the entire cast had scarcely a member who could be classed as were. There were one or two who might be ranked as only fair, but the whole production was creditable, and the attendants at the Academy had an evening of profitable instruction with wholesome amusement combined. The announcement was made that "Charlie's Aunt," a high-class attraction would include Lindsay in its tour.

Improved Telephone Service Promised for Lindsay

Mr. T. J. Tilley, local manager of the Bell Telephone Company, was in Montreal last week attending a convention of the officials and local managers of the Company in Ontario and Quebec.

During this meeting it was impressed upon local managers that it was in the Company's interests to supply the best possible service. The Dompany is now considering the introduction of an improved system in Lindsay the central energy board, which gives an automatic ring. This will probably be done next summer.

Visits were made to the works of the Northern Electric Company where the supplies of the Bell Telephone Company are manulactured. They have so much work on hand now that they cannot keep up with the demand for telephone supplies. A visit was also made to the wire and cable works where cables are made. This process is a very interesting one.

Proof of Charges Will be Demanded by G. T. R. Conductors

The Toronto World of last Saturday says:

The idea has got abroad that the railway conductors laid off by the G.T.R. have all resigned or taken their conge, as if it were merited.

This is not true. It is very far from the truth. The majority of the conductors have refused to resign. They demanded that the management of the G.T.R. gives reasons for their dismissal. They want charges made, if there any charges to make. They want evidence of wrongdoing or negligence produced.

They do not wish to be branded as wrong-doers for they declare they are innocent of the slightest suspicion of wrongdoing. They stand on clause 11 of their agreement with the G.T.R., which makes it necessary for the company to give reasons for dismissals within fifteen days of the dismissals. If no reason is given within that time, then the conductors are preparing to take individual action against the company for defamation of reputation.

The management of the railway has been written to and seen by the dismissed conductors, who refuse to resign. The expect fair treatment, and that is all they ask. They instance the case of one conductor who was accused of wrongdoing by Superintendent Brownlee. Mr. Brownlee's accusation was repelled, and the conductor refused to resign till the charges made were proven. That conductor is back on the road.

A deputation from the Railway Conductors waited on The World last night, and put their case practically as it has been stated above. They feel aggrieved by the manner of their dismissal, and rightly so. It seems high time that the G.T.R. did something to vindicate their action.

Will Ask No Further Changes in Lord's Day Act

ONTARIO ALLIANCE WELL PLEASED WITH PROVISIONS OF MEASURE PASSED LAST YEAR—SUMMARY OF CLAUSES.

Gratitude to the Provincial Government for the revision of the Ontario Electric Railway Act and its disposition to strictly enforce the Sunday observance clause, was expressed in a resolution which was adopted at Friday's session of the Ontario Lord's Day Alliance in Toronto. Approval was also voiced at the legislation granted by the Dominion Parliament in regard to Sunday observance. The motion also urges the Standing Committee on Legislation of the alliance to press for such changes as in the opinion of this body it is still desirable to obtain. Gratification was expressed with the judgment of Magistrate Love, of London, that an eating-house proprietor had not the power to sell ice cream almost continually on Sunday to persons who purchase ice cream alone, and not as a necessary food.

Rev. T. Albert Moore, general secretary, presented the annual report, which concisely summarized the new Dominion Lord's Day Act as it applied to new points affecting Ontario. The great railway companies are put under the law in regard to Sunday traffic and the business of railway news agents on trains is prohibited on Sundays. The Act prohibits Sunday pleasure excursions the advertising of anything prescribed by the Act, such as theatricals or sports, even though the performances are given in another country, the starting out of freight vessels and tally-hos, and doing the work of another for gain. Livery hiring is restricted to the personal use of the hirer or his family. Those permitted to work on Sunday are given one full day off during the week. The employers of lads for the delivery of Sunday papers are penalized. Any prohibited work in loading or unloading freight vessels is limited to the close of navigation, and in the case of grain, coal or ore carriers, work must be done before 7 o'clock in the morning and after 8 at night. Ferries can operate only when authorized by a competent authority to carry passengers on Sunday. This shuts out excursion traffic carried by certain steamers under a Sunday license. Singers can only perform on the Lord's Day in connection with divine worship or when they render free service.

The Act also forqids any action or prosecution for a violation of the Act without the permission of the Attorney-General for the Province. This clause is said not to be satisfactory to the alliance, but it is hoped that this section would not seriously hinder the enforcement of the law.

A newspaper headline announces that "Winston Churchill now has three degrees," but neglects to state whether they are above or below zero.

A soldier in the Philippines is reported to have been cured of stuttering by being shot through the throat. Most men bring on an attack of stuttering by getting half shot in the same way.

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Breech loading, made with finest crucible rolled steel barrel, taper choke bored to any size from the solid bar and bored for any nitro powder. Choice of 12, 16 or 20 gauge, 30 inch barrel.

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District Notes

—Whitby is negotiating for the establishment of a factory to build car wheels and car fittings for the Ontario and Huron Railway Co., which proposes to build an electric line from Owen Sound to Meaford, thence via Beeton, Bradford, Newmarket, Uxbridge, Port Perry and thence to some point on Lake Ontario. A subsidy of $2,000 a year for twelve years is asked, 50 hands to be employed on the start.

—Bracebridge Gazette: Mr. F. C. Norris, promoter of the Baysville railway, is in town attending meetings of the directors of the B. and T. L. Railway which will connect Bracebridge with Baysville, and making final arrangements for its construction. The steel rails have been ordered in Pittsburg for December delivery and the railway seems an assured thing. There are strong probabilities that either the C.P.R. or the James Bay railway will control the new road and that Bracebridge will, in the near future, have two great competing railways.

Rapid changes of temperature are hard on the toughest constitution.

The conductor passing from the heated inside of a trolley car to the icy temperature of the platform—the canvasser spending an hour or so in a heated building and then walking against a biting wind—know the difficulty of avoiding cold.

Scott's Emulsion strengthens the body so that it can better withstand the danger of cold from changes of temperature.

It will help you to avoid taking cold.

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