HUMANE HORSESHOES.

A German Idea That Is Worthy of Investigation.

Americans will soon take a lesson in making horseshoes from the Germans. It will be a startling lesson, too, for the blacksmiths in the Rhine country have discovered a decided innovation in hoofwear. Instead of the horseshoe being simply a curved piece of iron the Germans now make part of the shoe of rope. The accompanying picture was drawn from a model of the new shoes sent to Volney W. Foster, of Evanston, Ills., from Germany, and is a good representation of the invention. The shoe is made of malleable iron, and on the bottom is a deep groove running from end to end.

In this groove tightly fits the new feature of the shoe—a piece of tarred rope. The rope is about three-quarters of an inch thick. The strands are firmly twisted, and the application of tar makes the bit of hawser tough and durable, yet soft enough to afford the horse a relief unknown with the ordinary shoe. The shoe is fastened to the hoof by four nails driven through the rope on each side. The tarred rope resting on the pavement gives the horse a firm grip on the ground, and as it makes the shoe much lighter and infinitely more comfortable than the solid iron its advantage is readily apparent. The new invention increases the horse's pulling power and saves its hoof a deal of the hard wear which cannot but result from the iron shoes pounding the rough pavements.

SHOWING THE GROOVE.

Several thousands of the rope shoes are in use now in Berlin, and the results are eminently satisfactory. The horses soon find that they do not have to throw their front feet sprawlingly forward to obtain a pulling hold on the pavement. They can place their hoofs squarely down, the rope bottom of the shoe clings well to the ground, and they thereby get a stronger purchase on the load behind them. The new shoe is in reality a shoe and stocking combined—the stocking being worn outside instead of inside the shoe. The rope also lessens the benumbing shock caused by the sharp clang of iron against stone to a great degree, and enables the horse to perform its work with much less fatigue.

The rope, it is said, will stand four weeks of hard usage, when it can be easily replaced at a trifling expense. Its use does away with the calks which are now made at the ends of horseshoes to prevent the horse from slipping. It may be that in this country during the season of snowy, slippery streets some such contrivance as calks would be necessary to the new shoe, but they could be placed on the German invention as easily as on the ordinary shoe. The idea is clearly humanitarian, inasmuch as it does so much toward diminishing the discomfort necessarily suffered by animals wearing the iron shoes, and as it lightens the labor of pulling the invention will undoubtedly soon be adopted by thoughtful horsemen on this side of the water. American blacksmiths, too, can doubtless improve the German idea by making the shoes lighter and more workmanlike.—Cincinnati Commercial Gazette.

TARRED ROPE.

A Chicago Market Report.

Seldom has so much trashy stock been seen on the market. Good to prime steers were scarce and much sold at steady to a shade higher prices, while the yards could not be cleared of the common kinds at ten cents per 100 pounds decline.

To look through the pens at the Chicago yards almost any day one would be forced to the conclusion that western farmers had ceased using well bred bulls altogether. That there is a woeful lack of quality in current receipts is everywhere conceded. Prices are not such as to induce farmers to carry many cattle, and the approach of cold weather witnesses free marketing of all sorts of "tail ends" to clear the farms of surplus stock before the winter is upon us.

A snowstorm west of the river admonishes that either shelter or feed (or both) may soon become a necessity. Hence the rush of the culls to the shambles. If it will not pay to feed good cattle it certainly is the part of wisdom to get rid of the old cows, scalawag steers and razorbacked heifers. "Fewer cattle and better" is the order of the day. The long legged, hard hided sort are not the kind to meet existing market conditions.

What we need is a larger number of short legged, early maturing bulls in service and more high pressure feeding of well bred calves on the farm where they are dropped. Young steers of the "pony" pattern, quickly ripened, will give some sort of return for their keep. Try it.

About Gray Horses.

The Breeder and Sportsman says that on the trotting turf the gray horses have been the stanchest and sturdiest of race horses. "Superintendents of street car stables will tell you that gray horses will do more work and last longer than those of any other color. Whether worked to street cars or express wagons, the family carriage or the plow, they have been distinguished for beauty and endurance."

MULES.

The Long Eared Animal Finds a Stanch Champion—Good Points.

A mule never balks, but persists in pulling until it lies down for inability to use another muscle. It begins work earlier and continues longer by several years than a horse; it is rarely ever sick, and generally, unless woefully misused, has nothing the matter with it from the time it begins to work at three years old until it is discarded at the age of forty.

Mules have been known to live and work more than forty or fifty years without any rest by summer pasturing, but constant tugging of heavy loads on mountain roads throughout the entire year. Their digestion is remarkably strong, and their appetite is easily satisfied. In the absence of its usual corn and blade fodder it will most contentedly make a meal of the bark of a tree cut for the purpose on the roadside where the driver camps at night after twenty-five miles of heavy pulling, with no bed but the ground and no roof but the starry infinite above. In cold and heat, rain or snow, in mud or over rocks, it wends its way without a break or an objection, and brays for its coarse fodder and eats it with excellent appetite wherever it may stop for its short rest.

The mule is no racer, but it may be trained to travel under the saddle or in light harness at a very good speed, and it will maintain its pace for ten or twelve hours with more steadiness than a horse. Its compact build makes it the best pack animal. The horse can make a more vigorous effort on the spur of the moment, but cannot maintain a slow, dogged energy like the mule. It requires more food, and that of a better quality. Where quick work for a short time is wanted the horse beats the mule, but for the slow draft and unchanging toil the mule is the more useful.

A mule is kept one-half more cheaply than a horse. It may be fed on blade fodder and a few ears of corn day after day without any change, and will do more work on this coarse fare than a horse of 200 pounds more weight. This character is so well fixed that in the south, where all the hard work is done by mules, a mule of 1,000 pounds is worth $100 or $150 more than a horse of the same weight, and for smaller animals the value is $50 in favor of the mule.

For a few years past I have been rearing young mules and horses, and while the colts get the best hay and more grain the mules get corn fodder, the coarse hay and few corn ears. An accurate account of the cost of feeding the two kinds of animals up to three years old shows that the mule may be reared for half the cost of a horse colt. A pair of small mules cost me less than twenty dollars a year for the two years they were fed, and they lived during the summers in a wood lot and cost nothing for their pasture. A mule will live where a horse will starve, and when out of work enjoys the coarse feeding of the woods. When the horses come to the gate and wait to be brought home for their feed, the mules have to be hunted up, and bells are put on them so that they may be found.

On the whole, I am very sure that a pair of mules will do twice as much work as a pair of horses the same size, or somewhat larger, at half the cost of feed and other expenses. This takes into account the feeding, the work and the longer life. Much is said about the ill nature of a mule. This is undeserved. Its frequent viciousness is taught to it by ill treatment and general bad management. A mule will never kick unless it has been taught, except in frolicking when young. It is really affectionate and good natured, and when otherwise it gives only what it gets. When kindly treated from the first by those who rear it, the mule will be kind, docile and even affectionate.—Henry Stewart in American Agriculturist.

Live Stock Points.

The story is told that a young tailor died in Bellevue hospital, New York, from "sheep rot." While cleaning woolen clothing he got "some of the stuff" under his finger nails, and blood poisoning set in. It is quite probable that while cleaning the clothing the young tailor got infectious microbes of some kind under his finger nails and so caught the contagion that resulted in erysipelas and death, but it is more than improbable that the poison was sheep rot. It is far more likely to have come from the person who had worn and soiled the clothing before the young tailor took it in hand to clean it.

The Rural New Yorker is authority that dried brewers' grains are an excellent dairy food, in the proportion of eight pounds brewers' grains to two pounds of cornmeal.

Among the steeds at the New York horse show were a Clydesdale stallion that weighed 2,300 pounds and a Shetland pony that weighed seventy pounds.

There is considerable fun to outsiders when the railroads and the dressed meat combine quarrel.

Some experts claim that the best cross in raising poultry for broilers is that of Plymouth Rock hens with Brown Leghorn roosters.

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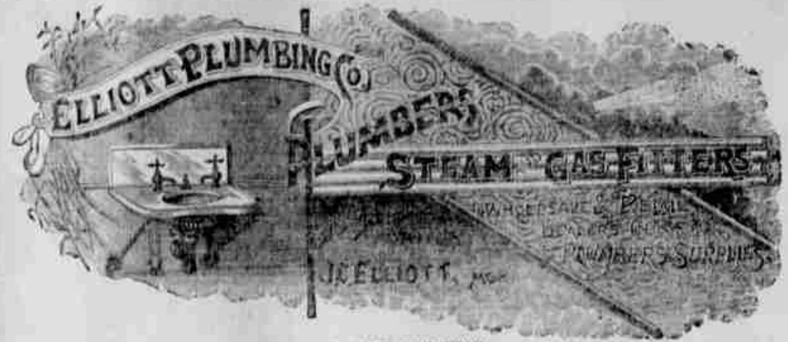

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DEPART. [timetable illegible]

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ARRIVES SALT LAKE. [timetable illegible]

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