CANINE TOILETS.

Parisian Pet Dogs Well Cared for by Men Who Make That a Profession.

When the weather is hot and the skies are cloudless the Seine becomes for some distance up its course a regular playground for the working classes of Paris. Not only are the floating bathhouses (wherein a customer is accommodated with a private dressing room and a towel for the small sum of seven cents, or at the "sweller" establishments for ten cents) crowded in every part, but barelegged children go paddling about in the shallows and carters bring their horses to indulge them with the luxury of a bath, and above all the dog washers are out in full force, for the washing and clipping of pet dogs has become a regular feature of Parisian industry, especially since the large sized poodle—the regular French "caniche"—has become so fashionable.

The great drawback to this handsome and intelligent race is the difficulty experienced in keeping them in good order. Unless a poodle, either white or black, is regularly washed and combed his fleecy coat soon becomes matted and dirty, and all the picturesqueness of his aspect is lost. In the grand establishment of a wealthy Parisian there is naturally no difficulty about detailing a servant to look after the toilet of the favorite; but dog owners of less pretensions are very glad to have recourse to the itinerant dog dressers that ply their trade in warm weather on the shores of the Seine.

The dog clipper usually occupies a small boat, from which he proceeds to operations. He handles his canine client with great gentleness as well as dexterity, and gets through the washing process with surprising rapidity. Then comes the clipping, which varies according to the taste or the liberality of the dog's master. The poodle may simply be clipped lion fashion; that is, with all the hair removed from his hind quarters with the exception of a tuft at the end of his tail. Or he may have bracelets of hair left to encircle each hind leg, and an oval tuft called a "macaroon," artistically shaped on each hip, or he may have braces defined over his shoulders or in very hot weather he may have all his hair removed with the exception of a very fierce looking pair of mustaches and the inevitable tuft at the end of the tail.

An elaborate get up of this nature costs the dog's proprietor as high as $2.40, and for the simplest form of washing and clipping a poodle is charged one dollar. Other dogs, such as spaniels, Yorkshire terriers, dachshunds, etc., are simply bathed and combed, and the price of the process varies from sixty cents to one dollar, according to the size of the animal. Usually the dog yields himself to the operation with the best possible grace; but all the same the washer invariably begins by strapping up the animal's mouth and by tying his legs.

It has often formed a source of conjecture on my part as to what becomes of the masses of curly hair that is clipped daily from the multitude of poodles that are brought to the shores of the river to be washed and shorn. For in thrifty Paris nothing is lost, and nothing that can be utilized is thrown away. Recently I learned the destination of all that hair. It is collected and packed to send to the north of France, where it is employed in the manufacture of a certain kind of coarse cloth.—Paris Cor. Philadelphia Telegraph.

The Origin of Carrier Pigeons.

The origin of the use of the carrier pigeon is lost in obscurity, but the first people of whom we have any record of employing it are the Greeks. By them it was used with great success, and the knowledge they had acquired they imparted to the Romans, who first used it as a message bearer about 120 years before the Christian era. About 300 years ago pigeons formed part of a telegraphic system adopted by the Turks, who erected high towers thirty or forty miles apart. They were provided with pigeons, and sentinels stood constantly ready to secure the messages as the birds arrived. The Germans have very complete pigeon posts for military purposes. The larger fortresses, as Metz and Cologne, each has from 400 to 600 trained birds, and the amount voted for pigeon purposes in the military budget is $8,500.—Brooklyn Eagle.

Cost of Electric Traction.

According to a report of the West End street railway, of Boston, which uses the trolley system of electric propulsion, the cost of electricity is much less than that of horses. During one of the summer months the cost of motive power per car mile was for the electric system 5.22 cents, for horses 11.26 cents. The total expense of all kinds was 21.87 cents per car mile for electricity to 26.14 cents per car mile for horses.—Philadelphia Ledger.

SUCCESS OF THE PHONOGRAPH.

It Is Believed to Be More Practical and Reliable Than a Typewriter.

The phonograph has probably seen more ups and downs than any other instrument of equal usefulness. When first presented to the public it was not commercially serviceable, and its early days were beset with legal complications and financial obstacles. Later Edison again turned his attention to the instrument that he knew had more in it than had yet been brought out, and he eventually produced the perfected phonograph. The new instrument was tried in many offices and pronounced a failure. The user either would not or could not learn to adjust it properly, or did not know that phonograph dictation has to be learned like any other art, or the regulation of the batteries was an irksome task; at all events the ultimatum was pronounced, he "couldn't be bothered with it," and the phonograph company was requested to take the instrument away.

Men of more intelligence and patience, however, had as a rule a very different result from this, and the instrument is now rapidly gaining ground and is spoken of most enthusiastically by those who use it daily. In Washington the old method of dictating to a typewriter is declining and the stenographer dictates his notes direct to the phonograph at any speed at which he can read them. The convenience of this plan is almost incalculable and the saving in time immense. Commercial men are just beginning to realize what it means to have a phonograph at their elbow, and appreciate the ability to dispose of a mail of 100 to 150 letters in a morning.

In novices at phonograph dictation there is generally a little nervousness and a disinclination to subject possible repetitions and mistakes to the critical ear of the typewriter. Mannerisms and hesitancy of speech are not noticed in ordinary dictation after the ear has become accustomed to them, but on the phonograph they are so reproduced that their peculiarities become more apparent. But this diffidence, as a rule, soon passes away and the triumphant exposition with which an overwhelming mass of correspondence can be disposed of is the best possible tutor in enabling the business man to do justice both to his own resources and those of the instrument.

The popular idea of the phonograph is gained from the nickel in the slot instruments that are distributed all over the country, the records on which are but too often thin, squeaky and unnatural, and utterly misleading as an indication of what the phonograph really can do. The singing and speaking records on a skillfully and suitably adjusted instrument can only be described as magnificent, and the voice comes out with a natural quality and with such resonance that nearly 100 per cent of the original sound is reproduced. Such results as these are not to be obtained by a bungler, but that they are available is certain.

One of these days the general public will be educated up to the proper adjustment of their phonographs, and then the best and the truly marvelous results of the use of the instrument will be obtained.—Pittsburg Dispatch.

Something New in Bobbins.

An invention is reported in the English papers, consisting of an ingenious method of seating ring frame bobbins on a spindle, so that at high speed all slipping shall be avoided. This is accomplished by two washers of cloth—roller cloth being found best adapted for the purpose—one of which is firmly attached to the disk on the spindle and the other on the under side of the bobbin. The friction between these rough and at the same time elastic surfaces is found to be highly efficacious in holding the bobbin firmly. The bobbin is recessed on the under side, and the cloth attached by varnish or glue, the edges being protected by a hoop placed around the flange and turned over the washer. According to this arrangement there is practically no slipping, and consequently but very little wear of the washers. In addition to these advantages the driving is unaffected by oil, the adhesion being even greater when coaked with oil than when dry.

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For Cache Valley and Park City.....
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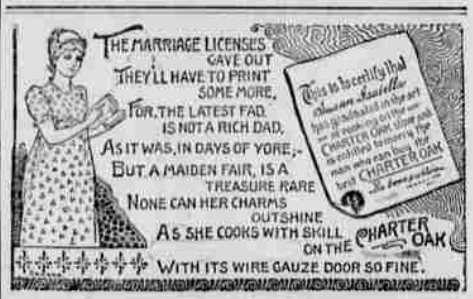

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