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Scientific Facts

NEWEST NOTES OF SCIENCE

Instruments have been invented to test the vision of horses. Germany's revised pure food law will become effective October 1.

An inventor has designed a knife to cut cheese evenly on dining tables. The Netherlands East Indies have a population estimated to exceed 50,000,000.

Pressure of a pedal with a foot lifts the lid of a new hamper for soiled clothing.

Spain has prohibited the sale of cold storage meats in places selling similar fresh meats. Mounted on a spring roller, a new automobile accessory can be used as a window shade or awning. Japanese have increased their consumption of petroleum products about 60 per cent in five years.

All the work of a 19-mile steam railroad in Kansas is done by two men, one of whom is the engineer. Funds are being raised in England to print radio programs for the blind in embossed Braille characters.

Green corn is sheared from the cob with a new crank operated tool that can be clamped to a kitchen table.

Banana production in Honduras the first six months this year set a record of more than 9,597,000 bunches.

A Michigan man has combined a brushing wheel and blower to enable tailors to clean the seams of trousers quickly.

A silicon paint developed in England clung to iron when tested to heat and then plunged into a freezing mixture.

A machine has been invented to insert carbon paper between forms that are to be copied at a speed of 4000 sets an hour.

The Rumanian government is assisting the larger oil companies of that country in supporting a school for well drillers.

The Los Angeles inventor of an all metal guitar claims that it produces greater tone volume in addition to being war proof.

Kitchenettes in which meals are cooked en route feature motor omnibuses provided for tourists traveling long distances in Europe.

An Oregon inventor has patented a tubular cap for fountain pen ink bottles into which ink can be poured to facilitate filling pens.

A locomotive is being run in Germany with a synthetic oil fuel obtained with the aid of hydrogen gas from the lowest grades of coal.

Gates like those used at railroad crossings have been invented by a Detroit man to control traffic at dangerous street intersections.

The government has granted a ten year concession for the manufacture of felt hats and shapes in Peru, a new industry in that country.

To keep flags flying straight from poles an Oregon man has invented a corrugated tube to be attached to them and be turned by the wind.

Italian rayon makers have developed an artificial wool fibre that can be spun and woven with the genius without any changes in machinery.

Driven by a small electric motor, a sandpapering tool has been invented to finish floors that can be used in corners and around curved places.

The Dominican Republic has an approximate population of 90,000, of whom only 15 per cent live in cities and towns of more than 1000 population.

To aid in standardizing eggs United States Department of Agriculture experts have devised an instrument to measure the air spaces in their shells.

Having a lens almost as large as its film, a camera has been invented in England to take photographs at night with a speed of one tenth of a second.

Carrying a larger amount of fuel than usual in devices of the type, a new automatic cigar lighter is designed to replace match box holders on ash trays.

The central managing committee of French railways has decided to equip all freight trains with air brakes of an American type within the next five years.

After several years of experimenting an inventor has brought out a square file that produces tools of better quality and greater strength than round files.

Successful tests have been made in Germany of towing passenger gliders with an airplane, their passengers being able to descend without stopping the plane.

A portable electric welding outfit has been built by two residents of Dayton, O., generating its own current with the same motor used to propel it about.

Forests cover about 18,200,000 acres, or more than 30 per cent, of the area of Yugoslavia, approximately 150 acres to each 100 inhabitants of the country.

According to government estimates the Columbia river and its tributaries contain at least one third of the water power available in the entire United States.

Plans have been worked out in Austria for adding about 605 kilometers of important railway lines to those scheduled for electrification by the end of next year.

EVOLUTION OF RACE TRACK EQUIPMENT

By W. H. GOCHER

Many changes have been made in the equipment of the trotters and pacers since Hiram Woodruff started Dexter on his record breaking career and James D. McMann marked Fishhook's.

In Woodruff's day horses were hitched to a high wheel sulky with a straight axle and a seat supported by springs. At an early date the springs were removed and the seat fastened to four uprights bolted to the frame.

When the drivers found that a close hitch was desirable the height of the wheels was increased to raise the axle. This increased the vibration and made the horses rough gaited. To meet this objection a Boston man named Pray arched the steel axle, removed the supports under the seat, and fastened it to the frame of the sulky almost as it is today. This increased the weight. In order to reduce it Charles Caffrey introduced the wooden arched axle.

A little later Oliver Toomey went in his product.

This was the style of sulky used until 1892 when Clarence Clark of Worcester, Mass., attached a pair of bicycle wheels to a sulky frame and brought out the bike. After using it in a race on June 2 and winning with the pacer Alfred D. in 2:29 1/4, Clark put the vehicle in a crate and shipped it to Budd Doble at Detroit with a request that he give Nancy Hanks a trial to it.

Doble hesitated and Geers borrowed it. He used it in a race. The spectators smiled but Geers won. When he repeated at Cleveland the following week there was a rush for bike wheels and attachments. Inside of two weeks the high wheels disappeared from the mile tracks and before the end of the year all of them faded from the half-mile rings.

After both Nancy Hanks and Mascot reduced the world's record for trotters and pacers to 2:04 Frances put out a tubular sulky. It did not last long as the vibration resulted in a number of them breaking. Toomey increased the arch of the truss sulky until the driver's seat was almost as high as the back of a horse. The one used by Major DeMar had a step so that Alta McDonald could mount without using a chair.

With the driver high in the air the wind resistance was increased. To meet it Payne increased the length of the shafts and dropped the driver so that his head was on a line with the back of the horse. Then for a time there were experiments with the height of wheels but finally twenty-eight inches was adopted.

At the start but very little attention was given to the shoes worn by the trotters and pacers. As one time when near the end of his career Budd Doble was asked how he shod Goldsmith Maid. He said that whenever she required a new set she was led to the shop nearest the race track at which they were and the smith used his own judgment. The Maid wore a plain shoe, weighing about a pound forward and a three calk shoe behind.

Doble also said that towards the end of her career when Goldsmith Maid was at her best he noticed that for some time after she was shod that she was sore across the back the morning after the race. He also found that when the calks wore down she was not bothered while the Maid was not so apt to break.

Doble never thought that the calks on the hind shoes had anything to do with the shoeing of his mounts but he added that if he had known as much about shoeing a trotter when he had Goldsmith Maid as when he had Nancy Hanks she would have reduced the world's record to 2:10. All Goldsmith Maid wanted after her gait was established was a plain set of light shoes.

Dan Mace was the first driver who experimented with shoes and bits. He had a shop in New York and employed the best men. While training Lady Thorne he shod her behind with a long heeled shoe and found that it improved her gait. Others adopted this style and continued until it was found that the angle and length of the hoof had more to do with balancing a horse than the shape of the shoe. A grab, a small calk or a roll to make a horse break over is now about all that is looked for from footwear after the weight is determined.

Golden always said that a pound shoe was light enough for any horse. Many agreed with him. Then one morning a French Canadian dropped off at Buffalo with a horse and took him to the race track. When he started training he fastened leather bags filled with shot to his horse's front feet to keep him on a trot. As it made an improvement, someone, name unknown, improved the Canadian's idea by welding a spur on the shoe and fastening a brass weight to it with a screw. Later on the spur was abandoned and the weight fastened to the hoof. This system is still in vogue although the tendency is to do away with toe weights.

In the seventies Charles Marvin showed what could be done with heavy shoes and toe weights by converting Smuggler from a pacer and making him the champion trotting stallion. It was an extreme case.

When Smuggler broke down Marvin was employed by Governor Stanford at Palo Alto. When he took up the work he found that toe weights and overdraw checks were barred. This made Marvin sit down and do a little thinking. To meet the orders he began putting the weight at different parts of the shoe and cutting

this treatment Marvin had boots made in which he could slip enough lead to take the place of toe weights.

Robert Bonner took up the horse's foot as a fad. He did considerable work with his own horses but the public did not have access to it until the Roberge book was published.

For a time Bonner and those who agreed with him were rated as cranks on shoeing but in the end their system prevailed.

The most of the old time drivers held out for the long toes and toe weights. The most marked example was the Dauntless gelding Jean Smith which was raced by James Goldsmith. A change came, however, when trainers found that they had less tendon trouble with short toes and at the same time better gaited horses.

The check was the first important change made in the harness. All of the early trotters wore side checks until Kemble Jackson appeared. He had a habit of making a break and dropping his head to his knees. A driver could not control a horse in that position.

Hiram Woodruff or one of his friends planned an overdraw check for Kemble Jackson and it was soon adopted for almost all horses. Skeeter W. is one of the very few pacers now seen with a side check. Spain was the last trainer that used them on almost all of his trotters. He raced Newcastle in that rig.

What is known as the Hutton check is a favorite with many drivers. It was named after Frank Hutton. Later on when the people who manufactured it tried to stop a competitor they found when the case came to trial that Alta McDonald's father had made and used one like it before Frank Hutton was born.

The same kind of a jolt was passed to the firm which secured an injunction to stop others from making the two minute harness, which was all the go about thirty-five years ago. A search showed that practically the same thing was used in the coal mines on mules to prevent sore backs and was covered by an earlier patent. Today it is a rare thing to see a two minute harness on a horse. All of the trainers have gone back to the old style of harness.

No one seems to know who first used holders on the reins. Woodruff and his contemporaries did not have them. In Woodruff's day many drivers wrapped the reins around their hands and braced themselves for a stiff pull. Woodruff and Sim Hoagland passed the reins between the third and fourth fingers and up over the thumb. This gave them a firm grip with the back of the hand and made it an easy matter to take up the slack of the reins when necessary without letting go of a horse's head.

Boots came in gradually. W. H. Cott frequently stated that Flora Temple, which he trained at one time, would have trotted faster than 2:19 1/4 if she had had quarter and elbow boots. She touched these points frequently. It made her timid and she shortened her stride.

The first boots were heavy and cumbersome and while they protected the horses they chafed their legs. Now they are very light, many of them being made of felt.

A number of drivers use more boots than are necessary on the theory that it is easier to repair a boot than nurse a bruised tendon or joint. In this respect Murphy is an exception. He never puts on a boot until the horse shows that he needs it. For four years he raced Royal Mac and all he wore was a pair of corset boots.

There is an endless variety of bits. The most of them were made originally to correct faults and to give the driver better control of his mount. As a rule the best horses go with a snaffle or leather bit. They will not, however, suit horses which side rein, pull, get their tongue over the bit, or commit other faults which must be corrected or at least made so that they can be used on race day.

The hoppers go with the pacers although there were a few trotters that wore them. For many years a resident of Indiana was given the credit for introducing the straps but James Boutwell says that a man in Vermont made the first pair. This may be true so far as racing is concerned but English horse history shows that the hoppers were used to make horses amble under the saddle over two hundred years ago.

For a time there was a stout battle to bar hoppers in races. It was

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finally abandoned, as it became apparent that the average pacer could not be made sure as a racing item without them.

Until the colt races became important fixtures many close observers were of the opinion that the improvement in sulks, shoeing and tracks had added so much to the light harness performer's speed as to breed in approved lines. Each of these items counted but none of them have come to the aid of the trotting instinct.

later day champions since the two minute list was started. The average rate of speed dropped gradually from 2:20 to 2:15 until at present it is an ordinary matter to average under 2:10 on the half-mile tracks and 2:05 on the larger ovals. Yearlings are broken in October and a year later have marks from 2:04 to 2:10. This must be credited to the improvement in the breed and passed on to what the pioneers fifty years ago called the trotting instinct.

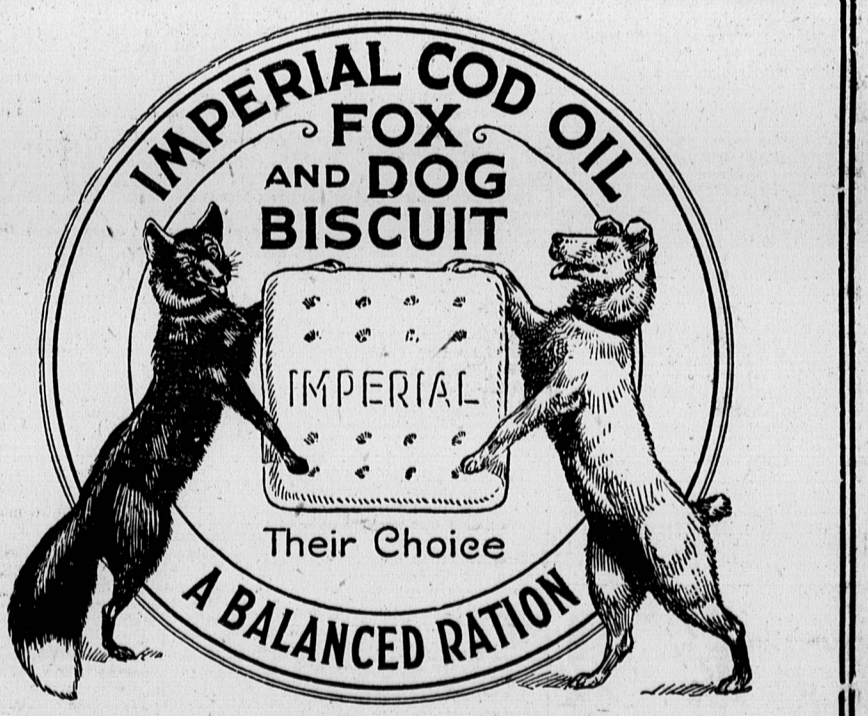
"So our engagement is at an end?" said the man.

"It is," replied the girl.

"I suppose you will return the engagement ring?"

"Certainly, if you wish it. Call round some evening and pick it out."

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