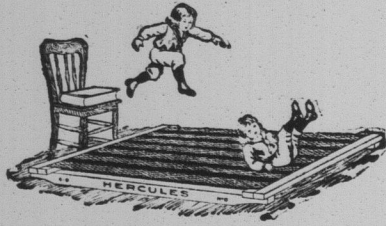


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THE GRANITE TOWN GREETINGS

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Railroads are Using Oil!

The consumption of fuel oil in the United States is steadily increasing, according to a report by David T. Day of the United States Geological Survey on the production of petroleum in 1910.

During that year the quantity of fuel oil consumed amounted to 21,586,108 barrels, as compared with 19,929,194 barrels in 1909, an increase of 23.4 per cent. In the vicinity of oil fields where cheap water transportation can be secured as along the Pacific coast, the cost of operating with oil is less than that with coal. The use of oil as a source of motive power for railroad operation, aside from the use of electricity, the only certain guarantee of immunity from the hitherto generally prevalent fires along railroad rights of way. The adoption of oil as a fuel on the C. M. and St. P. lines west of Butte and on the Great Northern West of Leavenworth, with a proposed extension eastward to Spokane this summer offers great encouragement for the adoption of similar measures by the railroads of Canada on portions of their lines. Already the Canadian Pacific railway announces the establishment of oil burners, effective July 1 on that portion of its line in British Columbia between Kamloops and Field. The Esquimalt and Nanaimo Railway running

northward from Victoria on Vancouver Island is equipped with oil burning locomotives. The economy in the use of oil along the Pacific Coast is further shown by its adoption in place of coal, on the Canadian Pacific railway and Grand Trunk Pacific steamers. No one thing would go so far to prevent continued destruction of the magnificent forests of British Columbia as the use of oil on locomotives running through forested portions of that province. The hardship upon the railroad companies would not be material, and in comparison with the tremendous public interest at stake would be infinitesimal.

S. P. C. A. Crusade Against the "Blinders."

Referring to an announcement that the American Society for the Prevention of Cruelty to Animals had begun a crusade against blinders, or blinkers, on horses driven in the streets of New York, a road rider and horse fancier of fifty years experience writes:

"I am a great believer in open bridles and feel that we should have a law in this State to compel the owners of horses to break them with open bridles, for the reason that if a horse is so broken he can be driven anywhere with blinders, but if he has been broken with blinders and

never had an open bridle on great care should be taken when he is so harnessed for the first time. Such a horse has never been able to see the vehicle that is following him and frequent runaways result from not taking proper precaution to teach him that the object to which he is hooked will not harm him though it does follow him.

"It is absolutely dangerous to hitch a horse with an open bridle to a top wagon or other similar vehicle and start him off unless you first learn whether he is afraid of the top by moving him back and forward in harness. Some horses would be as much afraid of the top when they found it following them as a dog would be with a kettle tied to his tail. I know of no better way of describing it. But all horses can be made safer with open bridles than with blinders, and I am surprised that the S. P. C. A. did not mention this fact in giving out their new open bridles, and in that way teach people how to break a horse to drive with an open bridle. I never owned a horse that I did not break in this way, and I have had many of them in the last fifty years.

Frank Forrester, than whom there is no better authority, says in his "Hints to Horse Keepers": "Blinders, or blinkers, as they are very appropriately termed, are fortunately growing more and more unpopular. There is no earthly reason why they should be generally used, except that they afford a good field for the display of initial letters and family crests. They are a frequent cause of blindness, resulting from undue pressure against the eye; they cause horses to be frightened by the sudden appearance before them of objects, which without blinkers they would have seen slowly approaching, and their use for mere purposes of ornament is as unfortunate as is the use of green spectacles by the fine equestrian. It is not, of course, to be recommended that they be at once discarded in case of horses on which they have always been used, though many such would go better without them. It is on young horses that their use is especially to be deprecated.

"There are, now and then, to be found cunning horses who regulate their pace to the indications of danger from behind.

They will watch the driver, and go fast or slow, according to the probability of his using the whip. Such animals would wear blinkers to prevent their looking back to the carriage. Even in these cases it would be better to substitute the half blinker, which consists of a narrow piece back of the eye, preventing the horse from looking back, while it allows him to see directly to the side."

Motor Boat Mishap Causes Painful Burns at Beaconsfield.

(Montreal Herald, Saturday.)
Mr. James Donville was painfully burned about the face and hands by an explosion of gasoline on his motor boat on Thursday evening. He had taken a party of friends from Beaconsfield to Isleway, and before beginning the return trip visited the boat to see that everything was right. He struck a match, and, although at the time he was at the other end of the boat from where the gasoline was, there had evidently been a serious leakage of vapor and the explosion occurred. In addition to the injuries to Mr. Donville, the explosion burned part of the boat, which was a new and powerful one. The party were compelled to remain at Isleway until Friday morning, and in the meantime Mr. Donville suffered severely. Happily his injuries are not of a serious character.

Regina is already beginning to rise from the ruins left by the cyclone which wrought such havoc over a great part of the city on Sunday afternoon, June 30th. In spite of the horror of the death roll, the long list of seriously injured, and the great destruction of property, the citizens have unitedly and bravely faced the outlook and have set about rebuilding their beautiful city. The later reports show that outside of Regina the path of the cyclone wrought havoc, injuring several farmers and their families, as well as destroying buildings and crops. The people of Canada are responding splendidly to the appeal for help, and it is hoped every real case of need will be promptly relieved. - Ex.

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