

pressing upon the diaphragm, and encroaching upon the lungs, it prevents a full inspiration; and its weight, though not, perhaps, exceeding eight or nine pounds, must have considerable influence upon a horse that has to run at full speed, and even upon one that has to go far, though not so fast.

Some horses commence purging on the road, if fed directly before starting. They seem to get rid of the food, entirely or partly; for these, which are generally light bellied horses, do not suffer so much, nor so often, from any of the evils connected with a full stomach. The purgation, however, often continues too long, and is rapidly followed by great exhaustion. They should be kept short of water on working days, and they should have a large allowance of beans.

All work, then, which materially hurries the breathing, ought to be performed with an empty stomach, or at least without a full stomach. Coaching horses are usually fed from one to two hours before starting, and hay is withheld after the corn is eaten. Hunters are fed early in the morning; and I believe racers sometimes receive no food on running days till their work be over. Abstinence however, must not be carried so far as to induce exhaustion before the work commences.

AFTER FAST WORK is concluded, it is a little while ere the stomach is in a condition to digest the food. Until thirst has been allayed, and the system calmed, there is seldom any appetite. If the horse have fasted long, or be tempted by an article of which he is very fond, he may be induced to eat. But it is not right to let him; a little does him no good, and a full feed does him harm. The stomach partaking of the general excitement, is not prepared to receive the food. Fermentation takes place, and the horse's life is endangered; or the food lies in the stomach unchanged, and produces founder.

Food, then, is not to be given after work till the horse be cool, his breathing tranquil, and his pulse reduced to its natural standard. By the time he is dressed and watered, he is generally ready for feeding.

SALT AND SPICES AID DIGESTION.—On a journey, or after a severe day, horses often refuse their food. When fatigued, tired off his feed, a handful of salt may be thrown among the horses' corn. That will often induce him to eat it, and it will assist digestion or at least render fermentation less likely to occur. Some, however, will not eat even with this inducement. Such may have a cordial ball, which in general produces an appetite in ten minutes. I am speaking of cases in which the horse has become cool, and those in which the work has not fevered him. The horse should always be cool before food is offered; and if his eye be red, and pulse quick, cordials, salt, and the ordinary food are all forbidden. The horse is fevered.

ABSTINENCE unusually prolonged is connected with indigestion, and it produces debility.

THE INDIGESTION OF ABSTINENCE may in some cases arise from an enfeebled condition of the digestive apparatus. The stomach and bowels may partake of the general languor and exhaustion, and be in some measure unable to perform their functions; but of this there is proof. When a horse has fasted all day, he is very apt to have colic soon after he is fed at night. It happens very often. The voracious manner in which the horse feeds has something to do with it. He devours his food in great haste, without sufficient mastication, and he often eats too much. The sudden and forcible distension of the stomach probably renders it unable to perform its duty. The quantity, the quality, and the hurried digestion of the food, account for the frequency of colic, after a long fast, without supposing the stomach is weak. The appetite seems to indicate that it is not.

The result may be prevented. Give the horse food oftener. When prolonged abstinence is unavoidable, give him less than he would eat. Divide the allowance into two feeds, with an interval of at least one hour between each. In this way the appetite dies before the stomach is overloaded. To prevent hurried ingestion, give food that is not easily eaten. Boiled meat, after a long fast, is unsafe, and grain should be mixed with chaff.

THE DEBILITY OR INANITION OF ABSTINENCE is denoted by dulness. The horse is languid, feeble, and inoffensive. Want of food tames the very wildest; and sometimes vicious horses are purposely starved to quietness. The time a horse may fast before he loses any portion of his vigor, varies very much in different individuals. In some few it may depend upon peculiarity of form. Light-bellied narrow-chested horses cannot afford to fast long as those of round and large carcass. But in general, the power of fasting depends upon habit, the kind of food, and the condition of the horse. When accustomed to receive his food only twice or thrice a-day, he can fast longer by an hour or two, without exhaustion, than when he is in the habit of eating four or five times.

As a general rule, liable, however, to many exceptions, it may be held that a horse begins to get worse soon after his usual hour of eating is past. The degree and rapidity with which his vigor fails depends upon his work and condition. If idle, or nearly so, for a day or two previous, he may miss two or three meals before exhaustion is apparent. Langour is probably felt sooner. If in low condition, he cannot fast long without weakness. He has nothing to spare. If his usual food be all or partly soft, he cannot bear abstinence so well as when it is all or partly hard.

Horses in daily and ordinary work should seldom fast more than three or four hours. They generally get corn four or five times a-day, and between the feeding hours they are permitted to eat hay; so that except during work, very few horses fast more than four hours. But some, such as hunters and racers, are often required to fast much longer. Hunters are sometimes out for more than nine hours, and they go out with an empty stomach, or very little in it. The only evil arising from such prolonged abstinence is exhaustion, and among fast working horses that cannot be avoided. The work and the abstinence together may produce great exhaustion and depression, and the horse may require several days of rest to restore him. But if he had been fed in the middle of this trying work, he would have been unable to complete it. The evils arising from prolonged abstinence are less dangerous than those arising from fast work on a full stomach.

The work which must be performed with an empty stomach should be finished as quickly as circumstances will permit. In order that the racer or hunter may have all the vigor he ought to have, his work should be over before abstinence begins to produce debility. How long he must fast before he is fit to commence his task must depend upon the pace, the distance, and the horse's condition. The stomach, after an ordinary meal of grain, is probably empty in about four hours. For a pace of eight or ten miles an hour it does not need to be empty; if the food be so far digested that it will not readily ferment, a little may remain in the stomach without rendering the horse unfit for exertion of this kind. Coaching horses, therefore, go to the road in from one or two hours after feeding. For a hunting-pace, perhaps a digestion of two hours will secure the food from fermentation; and in that time, after a moderate meal, the weight and bulk of the food which remains in the stomach will not encumber the horse, nor impede his breathing. For a racing-pace the stomach must be empty, and the bowels must not be full. I do not know exactly how long racers are fed before commencing their work. The time appears to vary, spare feeders not being required to fast so long as those of better appetite. I rather think that they are often, or sometimes, kept too long without food, but I have little right to venture an opinion on the subject. It appears that racers sometimes receive no food on running days till their work is over. If hay were withheld for twelve hours, and corn for three or four before starting, I should think such restriction would be sufficient. These horses, however, are always in high condition; they can afford to fast for a long time before fasting produces exhaustion, and the distance they run is so short that the expenditure of nutriment is not great. With horses in lower condition, having less spare nutriment in them a fast of twelve hours produces a sensible diminution of energy, and in this state he is not fit to perform all that he could perform after abstinence of only four or six hours. In the course of training, either for the course or field, the groom should learn how long the horse can bear fasting without losing vigor, and that will tell him how to regulate the diet on the day of work.

When the distance is considerable, or the work requiring several hours of continuous exertion, the waste of nutriment is greater than when the distance is short, or the work soon over, and the abstinence might be regulated accordingly. For a long road, the sooner a horse is fit to begin his task after feeding, the less will he be exhausted at the end of it.

THE COLONIAL PRESS.

Montreal Morning Courier.

THE ATLANTIC STEAMERS.

Our readers will be pleased to learn from the subjoined extract which we take from the Halifax Recorder of the 5th inst. that, in spite of her unforeseen detention near Riviere du Loup, the steamship Unicorn reached Pictou in time for the Acadia; her passengers and letter bags all arriving in Halifax on the evening of the 3d, some hours before the Acadia sailed. Seventy-two passengers are reported to have sailed in her for Liverpool—a number with which Mr Cunard may very well be content for the present; though we do not doubt it is destined ere long to be largely increased, as the Boston and Halifax

route to England, by degrees loses its present disadvantage of novelty.

We published the other day, Mr Stayner's letter to the Editor of the Quebec Mercury, assuring the public on the authority of Mr Cunard, that the conveyance between Halifax and Pictou would very shortly be made all that the public would wish to have it, on the score of regularity, dispatch and comfort. It will be a great point gained for our Canadian communications, when this is done; tho' by the way, we have in the present case the evidence of fact, to prove that our passengers as well as our letters, can be conveyed from vessel to vessel, even as matters stand now, within the required time.

Our Halifax contemporary expresses his satisfaction at the surprising increase of the Mails under the new system, and certainly not without good reason. When government made its contract with Mr Cunard, we suppose every one set it down as certain to result in a heavy loss to the Post Office; but of a truth, things already begin to look as though there were going to be no loss at all in the matter. The treasury pays £60,000 sterling for between 40 and 50 trips, which is at the rate of rather less than £1,500 a trip; so that a mail of 30,000 letters, or their equivalent in letters, newspapers and parcels together, will a little more than pay its own way. New Brunswick and Nova Scotia alone, have just sent by the Acadia no fewer than 3,540, and the Quebec Post Office bag, as we were informed a few days ago, contained 5,338 more, besides upwards of 4000 newspapers. From the whole of British America, we may surely calculate, on these data, that at the very least 15,000 letters, or their equivalent in papers and letters, must have been furnished; an amount which of itself would more than half pay the price of their transmission. To this we have to add the Boston mail, which in general must be quite large. What it was by the Acadia, we do not see stated in any of our exchange papers; but as the President sailed from New York on the same day, it was probably not quite so large as it would otherwise have been. The Britannia, if our memory does not deceive us had upwards of 7,000 letters, a large proportion, in all probability, weighing over the ½ ounce, and charged accordingly. Is it too much to say, that the mails already average between 20,000 and 25,000; or, in other words, that they have almost reached the point at which they will cease to be an expense, and begin to yield actual revenue?—That they must go on rapidly increasing in size, cannot admit of doubt. The mail by the Acadia was the first made up under the new system of uniform postage from all parts of the Colonies to Great Britain, and the advantages of the new regulation could not have been made fairly known over a great part of the country, before the time for writing by it had gone by.

These great practical improvements seldom fail thus to disappoint their projectors, by succeeding even sooner and more thoroughly than the most sanguine of them had anticipated.

Colonial.

NOVA SCOTIA.

Halifax Novascotian, Sept. 30.

The New Administration.—His Excellency the Right. Hon. Lucius Bentinek, Viscount Falkland, was sworn in at 12 o'clock to day, with the usual formalities, and is now Lieutenant Governor of Nova Scotia.

His Excellency, with very proper feelings of delicacy towards his predecessors, passed the previous ten days as a private individual, seeing no persons but Sir Colin's guests, and talking to nobody about public business. On Tuesday, we believe, the Hon. Messrs. Jeffery, Collins, Cogswell, and Tobin, were sent for, and received notice that they must retire from the Executive Council. Mr. James McNab, who was not in the body when the Assembly passed its censure upon it, was also sent for, and informed that the Government wished to secure his services, provided he obtained a seat in the House of Assembly; but that, as the general rule was to be enforced, that the Executive Council should be composed of members of the Legislative Branches, possessing political influence, he would be required to appeal to the people. Mr M. would have no difficulty in obtaining a seat. It is not yet known what will be his determination. A Council was held at 2 o'clock on Tuesday, and a Levee will be held at two to day.

The Pacific.—A Company has been formed in London called the Pacific Steam Navigation Company, whose object it is to establish steam navigation along the shores of the Pacific, from Valparaiso, in Chili, to Panama, on the Isthmus of Darien, a distance of above 2000 miles, embracing the principal ports along that great line of coast. In con-

nection with this, is projected communication with Europe by the Isthmus, which will shorten the usual route more than one half. This is a magnificent conception, in the spirit of the Commercial enterprize and the scientific acquirements of the present age.

Speed.—We can do some things, sometimes, in the Provinces, as well as other places. The news by the Britannia arrived on the 16th at Halifax,—copious extracts were published in the Novascotian of that evening—they travelled to St. John, were put in type there; and appeared in the Courier on the 19th. Two whole days only intervened—for travelling, composition, &c. between the publication in Halifax and St. John. Bye and bye, no doubt, this will be far surpassed,—and the news which lies on the breakfast table at Halifax, one morning may appear in a St. John edition, on the next evening's tea table of our Sister city.

Viscount Falkland.—The following notice of this Nobleman and his family is extracted from Debrett's Peerage:—

Lucius Bentinek Carey, Viscount Falkland, in the Peerage of Scotland, and Baron Hunsdon in that of the United Kingdom, a Lord in Waiting to Her Majesty, P. C. G. C. A.: born 5th November, 1803, created a Peer of the United Kingdom by the title of Baron Hunsdon, County of York, 16th May, 1832; married 27th December, 1830, Lady Amelia Fitzclarence, and has a son and heir, born 24th November, 1831.

His Lordship's ancestor, Sir William Carey, Knt., married Mary, daughter of Sir Thomas Boleyn, and sister of the unfortunate Queen Ann Boleyn. His grand nephew, the first peer, was Lord Lieutenant of Ireland 1624, whose Son, Henry, second Viscount, was Secretary of State to Charles 1st, and fell, in defence of Royalty, 20th September, 1643.

Charles John, the 5th, Viscount Falkland, was mortally wounded in a duel with Alexander Powell, Esq. 28th February, 1809, and died two days after, when he was succeeded by his eldest son, the present Viscount.

Atlantic Routes.—The distance from Halifax to Liverpool is stated at 2,500 miles,—from New York to the same port, 3,048 miles from Halifax to Boston, 350; from Boston to Liverpool by way of Halifax, thus appears to have an advantage of 198 miles, and from Halifax to Liverpool, an advantage of 548 miles over the New York route.

Times, Sept. 29.

We are informed, but how correctly we cannot say, that an alteration in Her Majesty's Executive Council is about to take place, and that the following Honorable Gentlemen, T. N. Jeffery, Esq. Collins, Samuel Cunard, H. H. Cogswell, Michael Tobin, Senr. and James McNab, have received intimation that after to-morrow they will not be re-summoned. These vacancies are to be supplied by Sir Rupert D. George, Bart., C. W. Wallace, J. B. Uniacke, Joseph Howe, and Herbert Huntington, Esq. the three last Gentlemen being Members of the House of Assembly, and the two former holding official situations. We are also informed, that the Attorney and Solicitor General are to be Members by right of office. We sincerely hope that these changes, if actually to take place, may be productive of much good, that our country may no longer be disturbed by the severe bickerings with which it has been for some time past agitated. What the improvements will be, time will show; in the mean time we refrain from any farther comment, although it is likely that ere long we may indulge in a few remarks on the subject.

Pictou Observer, Sept. 29. The Mail.—We are informed that it is in contemplation to put another Steamer on the Pictou and Quebec Line, in order to carry the Mails; whilst the present splendid boat is to wait on passengers only. Such an arrangement as this would entirely obviate the causes of complaint which have been lately started by travellers, without, as we think, the common obstacles incident to all new undertakings. Much blame has been cast on the present Stage proprietors between this and Halifax, but we question where, under the circumstances, any others could be found to conduct the undertaking on more liberal terms. To support a large establishment during a long and profitless winter, must require liberal support during the summer months.

We understand that Mr Cunard has in contemplation to establish a line of Coaches between this place and Halifax as a connecting link between his St. Lawrence and Transatlantic Steamers.

NEW BRUNSWICK.

St. John Observer, Sept. 29. Rencontre with a Bear.—A few mo-

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