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The last ride together pdf

A thing worth doing is worth overdoing. Or is it? Thirty-six years after casinos came to Atlantic City, the growth of gambling is coming to the end of its string. There are 12 casinos, but four have closed this year and a fifth teeters on the brink.The showplace for casino disaster is the \$2.4 billion Revel Casino Hotel, which closed only two years after its grand opening. The Revel was sold last week for \$110 million, which may be a low enough starting point for the new owner, Brookfield US Holdings, to make a profit. (Morgan Stanley, originally the owner of 90% of the Revel, lost nearly \$1 billion on its investment.) The teetering casino is the Trump Taj Mahal Casino Resort, scheduled to close Nov. 13 if the owner, its lender Carl Icahn, its unions, and the city, county and state governments cannot make a deal. Trump Entertainment wants the union to give up its workers' pensions and health-care coverage, while the local governments give it big new tax breaks. In that event, Icahn would pump in \$100 million and own the casino. This would be a bad deal, even if it were in a good cause, which it's not. In 1976, the state legislature and New Jersey voters approved a constitutional amendment allowing casinos in Atlantic City only. The honest supporters were hoping to reverse Atlantic City's long economic decline. The first casino hotel opened in 1978. With the only legal casinos east of Nevada, Atlantic City looked like a money machine, and Wall Street responded with a speculative mania for casino stocks. For a time, casinos were big money-makers indeed, but competition began to appear in the late 1980s. First the federal government legalized gambling establishments run by recognized Indian tribes, then New Jersey's example prompted legalization of gambling in other states. The American Casino Guide now counts 835 American casinos in 46 states. Since 2007, Atlantic City casino revenues have dropped by 50%. The Atlantic City area, with a labor force of about 141,000 has a 13% unemployment rate, counting the effect of the 8,000 jobs lost at the four casinos. Poverty and run-down housing are still the city's biggest problems, even though casinos were supposed to bring a new dawn of prosperity. Gambling is an ugly business that appeals most to crooked politicians. Even if it's called "gaming," it's gamy. Gambling is also a stupid business. Anyone who can calculate odds does not go to a casino to get rich. The only reasonable argument for legal casinos is the argument for legal drinking, legal smoking, legal prostitution, and legal drug-taking: Personal liberty is more important than the consequences to those who can't handle it. We find that freedom-loving philosophy appealing, but we remain free to judge the people in the casino business and the politicians who enable it. They are morally defective. It's one thing to tolerate your neighbor's unattractive habits; it's a nastier thing to run a business that provides the satisfaction of his cravings. When the last gambler leaves Atlantic City, we will cheer, even if all the lights do go out.Energy Begins at Home When you think that California cannot make another foolish, counterproductive economic decision, that's the time to watch the news. Wherever America is going, modern California will get there last. This is particularly true in the interlocked industries of energy and environmentalism. A headline last week said, "California Finally to Reap Fracking's Riches." We imagined that the Leadon State had finally recognized that it has an enormous opportunity to return to its leading role as an oil producer. It could be the Golden State again. Then we read the story. The state's oil refiners, short of locally produced crude, are proposing to feed their refineries with oil produced in North Dakota from the Bakken shale formation using the technologies of hydraulic fracturing and horizontal drilling. What's more, they intend to get the oil to its destinations the old-fashioned, dangerous Rockefeller way—having it hauled over the Rocky Mountains in trains of tank cars. This is peculiar. California has untapped oil resources, and not just in the offshore oil fields that have been closed to new development since the ugly blowout in the Santa Barbara Channel in 1969. There is oil tightly locked in parts of a rock formation called the Monterey Shale, and the resources are close to existing pipelines. How much oil exists is uncertain, of course, though it's known that much of the oil produced in Southern California since 1901 has come from the Monterey Shale in areas where the sediments are naturally fractured. In 2011, the U.S. Energy Information Administration estimated 15.4 billion producible barrels, but earlier this year it published a new estimate of 600 million barrels of oil that could be recovered at a profit. It's a risky proposition to say that more oil could be developed economically with hydraulic fracturing and horizontal drilling. It is also a risky proposition to assume that the state bureaucracy will issue practical regulation of fracking and other "unconventional" means of producing oil. Californians have become adept at fighting anything risky and at fighting the energy industry and the auto industry at large. Californians drive nearly a billion miles a day, mostly in traffic, and there are many voters who would like to reduce the oil consumption and get rid of the traffic. Others are concerned about using water in the fracking technology to produce oil, when the state's drought is so severe. Fracking is also believed by some to cause earthquakes, which are no laughing matter in California. You might think that a state where so many people drive so much would be strongly in favor of producing its own fuel. If so, you are thinking of another state of mind. Editorial page editor THOMAS G. DONLAN receives e-mail at tg.donlan@barrons.com Skip to main contentFor National Bike Month, SELF is kicking off a healthy chain reaction.We're big fans of the bicycle. Sorry, SUVs and subways, but there's just no more perfect way to go from point A to point B while burning calories, saving cash and protecting the planet. More than 27 percent of Americans regularly take to their two-wheeler, according to the U.S. Department of Transportation, but we want to get even more seats in the saddle. Our new mantra: Cycle more, drive less, save gas (and your a\$%!) Use these tips to set your wheels in motion.3 reasons to push pedalsYou'll slim down. Have fun, burn fat. Biking at a moderate to vigorous pace inside and outside the gym zaps about 500 calories per hour, says Pete McCall, an exercise physiologist for the American Council on Exercise in San Diego. Leaner legs and a firmer butt are also benefits of biking—ride on!You'll fatten your wallet. It costs roughly \$8,115 a year to own a car, reports the AmericanYou'll reduce your carbon footprint. Fuel for thought: If you bike to work three days a week, you'll save about 38 gallons of gas per year, says Heather Stephenson, cofounder of IdealBite.com, a website that offers daily tips on green living.Bicycle commuting primerIncentives and insider secrets can make cycling to work a breeze.Get reimbursed The Bicycle Commuter Act entitles you to \$20 a month to help offset expenses related to wheeling to work. Ask your benefits department to supply vouchers —it can order them from AccorServicesUSA.com—and leave the car at home.Start a revolution Staffers at Clif Bar & Company who agree to cycle to work two days a month get up to \$500 to purchase a bike. (They can also nab Whole Foods Market gift certificates.) Visit ClifBar.com; the company advises other outfits looking to follow its lead.Rack 'em Petition your human resources department for a bike-parking area; even a few vertical hooks in a storage area will do.Spin safelyHow to crank up your cycling confidence (and avoid accidents)Read up on road rules To learn the bike laws specific to your state (in most, you have to obey the same traffic laws, lights and signs that cars do), use the interactive map on the League of American Bicyclists website. Review your town's department of transportation website for city-specific rules on cycling in parks and on sidewalks.Join a chain gang Make yourself more visible to cars, pedestrians, cyclists and other park users by riding in a group, always in a single-file line. And dress in bright colors!Watch for doors One of the biggest dangers for cyclists is "dooring" (when a driver opens a car door into the path of a bike). Ride at least 3 feet away from parked cars.Beware of intersections Most car-bicycle crashes take place at intersections, so pay attention when approaching. Like a driver, you must yield to traffic that has the right of way.Tweak your techniqueMaximize your workout with proper-position pointers from pro triathlete Katya Meyers.Fit in Check your seat height. Mount your bike. When the ball of your foot is on the pedal, your knee should be slightly bent.Cushion your tush Rest your sitz bones on the widest part of the cushion at the back of the saddle for optimum comfort.Mind your feet The right stroke: Imagine you're scraping mud off the bottom of your shoe, then pull up and make a full circle.Arm yourself Relax your shoulders and keep elbows bent loosely rather than locked, which can put pressure on your wrists.Biking sites SELF lovesWorldCommute.com The social-networking site connects bikers and helps them track their miles, their money saved and the CO2 they've kept out of the air by pedaling.BikeToWorkWeek.org Find a bike-to-work event near you.FreeCycle.org Scour this site for a bike that's been around the block. Green-minded people skip the landfill and give away their unwanted stuff (including bikes)!Photo Credit: Thayer Allyson GowdySELF does not provide medical advice, diagnosis, or treatment. Any information published on this website or by this brand is not intended as a substitute for medical advice, and you should not take any action before consulting with a healthcare professional.Get exclusive workouts, fitness tips, gear and apparel recommendations, and tons of motivation with our weekly fitness newsletter. Recreational and competitive trail riding is very popular. When heading out to an event, you'll want to make sure you have all the essential equipment. The items you'll need to take to a Competitive Trail Ride, Mileage Ride, Endurance Ride or long pleasure trail ride are similar to what you would take to a show, with a few exceptions. Every time we pack for a competition it seems like we take too much and end up not using half of what we pack. But you never know when you'll end up in a spot where you can't put up your portable corral and you wish you brought the picket lines, or the weather turns from tropical to frigid. Here is a list of items you will want to pack for your next long trail ride. Halter Trailer tie Leg wraps and cottons or shipping boots Tail wrap, if using Blanket, if using 2 lead ropes, one cotton, one with a chain. Longe line Longe whip Haynet or flake bag Hay, for as many days as you will be staying Grain, if you'll be there for 'mealtimes' Some people like to feed beat pulp for energy and moisture. Picket ropes or portable corrals ,if camping over 3 buckets—one for horse watering and two for washing and sponging Water (if possible)—horses may be more likely to drink water from home Apples and carrots to encourage horses to get their nose into feed or water Electrolytes, if using Brushes Hoofpick Toweling Sponges—one that fastens to your saddle You can also make scoops from old jugs to get water on your horse. Rain sheet—be prepared for any weather. Liniment—to be used only after the competition is over. Replacement shoe, like an Easy Boot if possible Stethoscope Wrist watch Fly sheet Cooler Lined or winter blanket—if there is the chance of cold weather Saddle(s) Bridle(s) Breast plates or crupper, if used Extra saddle pads or blankets to replace wet ones Girth or cinch Sweat scraper Bug spray Basic first aid kit Water bottle to mix electrolytes on trail (if using) Large syringe to administer electrolyte mixture Water bottle, for the rider Energy snack, for the rider Fanny pack to carry electrolytes, snacks, cell phone and bottles Comfortable riding pants Safe riding boots or shoes Helmet Sunscreen Clothing – be prepared for extremes in weather. I also recall after some rides being fatigued enough to feel chilled in spite of the hot weather. Tent, if there is no sleeping quarters in your trailer Of course, if you are camping over you'll need all the camping gear for yourself too. One recommendation is that you make sure you have somewhere comfortable to sleep. Waking up stiff and sore from sleeping on a thin pad might not be the best way to start the day of a long ride. Take along food that requires minimum cooking for suppers around the camp. Many enjoy producing gourmet meals on a portable grill, but decide how much energy you think you'll have for cooking and plan accordingly. For vet stops where time is short, an energy bar and cubed melons or sliced fruits are easy to grab and eat while walking with your horse. Sandwiches tend to fall apart if you have one hand on the reins while you try to eat. It is just as important for the rider to drink as the horse. Water or sports drinks are great. You can find recipes to make your own less expensively.

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