St. Mary's Enterprise.

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STATE CAPITAL

Decides Against New Bids.

Annapolis.—Except for the work already under way and that on contracts recently let, there will be no more State road construction in Maryland until after January 1, with the possible exception of gravel roads in Southern Maryland.

This was announced as the definite policy of the commission, the reason given being the excessive costs of cement and other materials. The average cost of roads last year was $30,000 a mile, while the average bid by contractors this year is $45,000 a mile, an increase of 50 per cent., due almost entirely to the cost of material.

That this is the fact is shown by the last contract given by the commission, the Morganza-Colton road, in St. Mary's county, which is to be of sand, clay and gravel, and for which the low bid was $70,429, or $14,953 per mile.

This was a lower unit price than given on any road of similar construction in the last two years, according to Chief Engineer Mackall. The material is of local production, the chief element of cost being labor. In contrast with this bid is that given some time ago for the Morantown-Allegany road, in Allegany county, of nearly $56,000 a mile.

In announcing the policy of the board, Governor Ritchie made the following statement:

The State Roads Commission considered a number of bids for concrete road construction. Nearly all were for more than $40,000 per mile and one as high as $55,000. Such unprecedented prices were not and could not have been anticipated when our present road financing was planned and the prices are prohibitive.

They are chiefly due to the extremely high cost of cement, stone, gravel and sand. The commission, therefore, has rejected all these bids and will readvertise about January 1, 1921, by which time it is hoped conditions will have greatly improved.

Big Gain In Motor Licenses.

The report of Automobile Commissioner Baughman for the fiscal year ended May 20, 1920, shows a substantial increase in receipts, as compared with the previous fiscal year, and a decrease in expenses. The gross receipts were $2,051,135.07, which was an increase of $360,441.64, or 21.5 per cent. The expenses were $163,417.78, as compared with $168,626.99 in the previous year, a saving of $5,209.21.

Mr. Baughman also reported that while the total number of licenses of all kinds issued during the year was 318,315, which was an increase of 37.6 per cent. over the previous year, the number of deaths resulting from automobile accidents decreased. There were 151 such deaths in the last fiscal year, which was 52 less than in the previous year.

Speaking of the increase in motor traffic in the State, Mr. Baughman said in his letter to the Governor, transmitting the report:

"The post-war conditions are well known to you, and the increased prices of motor vehicles and the corresponding increase in the cost of maintenance, instead of reducing the number of machines in use, has had very little influence on the percentage of increase. This is no doubt due to the prosperity of the rural sections of the State and the high scale of wages for the laboring man.

"Part of the increase is also attributable to the growing use of the motortruck as a means of transportation. The railroad situation has necessitated the employment of large fleets of motortrucks by various corporations in order to move perishable and essential products from one city to another. In fact, the number of motortrucks which are now using our highways, primarily designed for only light passenger car traffic, is a serious problem.

"Many of our main arteries are greatly congested by the motortrucks which necessarily, due to their construction, must move at a lower rate of speed than other traffic. In fact, on many of our main highways traffic is becoming so congested that one is forced to move at a lower rate of speed than is necessary to comply with our State speed law."

Armistice Day Discussed.

Plans for the celebration by the city of Armistice Day, November 11, were discussed at a conference between Mayor Broening and Harry C. Jones, chairman of the War Memorial Committee. The chief feature will be the dedication of ground in the Civic Center for the memorials to soldiers, sailors, marines and nurses who went into the World War from Maryland.

The Mayor will ask the people to decorate their homes and business places. Henry G. Perring, Chief Engineer of Baltimore, plans to have the changes in City Hall Square completed for the celebration.

Cumberland.—Miss Catherine M. Obert, of Lehighton, Pa., former superintendent of the Medico-Chirurgical Hospital, Philadelphia, has assumed the superintendency of the Western Maryland Hospital, this city, succeeding Miss Mary Early Hale, who resigned two months ago. Miss Hale had been superintendent nine years.

STATE NEWS BRIEFLY TOLD

The Latest Gleanings From All Over the State

THINGS SEEN AND HEARD

Cambridge.—The remains of Lieutenant Luke Vickers, who was killed while flying in France two years ago, were brought home Tuesday. He was a son of Mr. and Mrs. Thomas Vickers, of Cambridge, and was an aviator.

Cumberland. — McKinley Chapter, No. 12, Order of the Eastern Star, observed the nineteenth anniversary of the organization of the chapter. The chapter was constituted at the Masonic Hall, in the old City Hall Building, largely through the efforts of the late Mrs. Rebecca Arnold.

Hagerstown.—H. E. Carter was fined, including costs, $11 by Justice John H. Bitner on the charge of whipping his 11-year-old son, Victor Carter. The parent admitted that he had tied the boy and whipped him with a switch. The boy testified he was whipped with a whip. Parts of his body were exposed to the Justice, who inspected the welts.

Cumberland. — Cresap Chapter, Daughters of the American Revolution, will hold a card party at Daisy's Hall, the proceeds to go to a fund for the erection of a bronze tablet to mark the site of Fort Cumberland, of Colonial days, which figured prominently in the French and Indian War and the early military life of George Washington.

Frederick.—Amos O. Strine, for 35 years foreman at the LeGore quarries, near Woodsboro, was struck on the head by a boulder weighing 100 pounds and almost instantly killed. It is supposed that the boulder was loosened by a blast and fell without warning a distance of 40 feet. Strine was 65 years old and, besides his wife, is survived by two sons and two daughters.

Annapolis.—John R. Kaiser, of Annapolis, recently commissioned as a lieutenant of the Seventh Infantry, United States Regular Army, accompanied by his family, left Annapolis for Camp Mackintosh, Laredo, Texas, where the regiment is assigned to duty. There are now at Camp Mackintosh Capt. D. Murray Cheston, of Anne Arundel county, one-time commander of cadets at St. John's College; Capt. R. Graham Moss, son of Judge and Mrs. Robert Moss, of Annapolis; Capt. Thornton Rodgers, of Baltimore, and Captain Hayward, also a Maryland officer.

Annapolis.—Indications are that the $150,000 school loan for Anne Arundel county, which appears before the voters at the coming election, will be approved. This seems to be borne out by the enthusiasm with which addresses on the matter of the school bond issue have been met in all parts of the county and particularly by the demonstration when a meeting of taxpayers was held in the Annapolis school for the purpose of discussing the matter. The votes of the women are to be of great importance on this issue, it is felt, so great that it seems impossible for the bill to fail.

Annapolis.—Seriously burned as a result of a peculiar accident at the Naval Academy, W. O. Beal and William Brown, both of Annapolis, are at the Naval Academy Hospital under the care of doctors. Both of them received burns covering practically their entire bodies. The accident occurred when they were opening a can of shellac in the electrical engineering department. Without considering the danger, they removed the cap of the can near an open flame, and the alcohol fumes from the liquid exploded immediately. The explosion covered both of the men with the flaming liquid. Beall was the more seriously burned, and he probably owes his life to the quick action of Lieut. R. O. Williams, of the department of electrical engineering, who seized a mat lying nearby and rolled Beall up in it, extinguishing the flaming clothing.

Ridgely.—Mrs. Mary L. Tarr, through William J. Rickards, of Denton, her attorney, has filed suit in the Circuit Court for Somerset county against William B. Spiva, cashier of a Princess Anne bank, for $25,000 for injuries alleged to have been sustained by her through the negligence and carelessness of Mr. Spiva in the operation of his automobile. The accident happened August 2 last on the State road leading from Centreville to Wye Mills, in Queen Anne's county. Mr. Spiva and his wife were on their way to Atlantic City in a big touring car driven by Mr. Spiva, and the plaintiff alleges that Mr. Spiva negligently ran his automobile into the car in which she was riding and seriously and permanently injured her. This accident has attracted attention throughout the entire State, due to the prominence of the defendant and his wife. Mrs. Spiva having met instant death in the same accident.

BIG FACTORS IN TRAINING COLTS

Future Value and Usefulness Depend Greatly on Management While Young.

FIRST GET HIS ATTENTION

Education of Horse Is Based on Reward and Punishment—Many Animals Made Vicious and Unreliable by Carelessness.

The breaking and training of colts is of prime importance, because their future value and usefulness depend to a great extent on whether or not they are well broken. By a broken colt is meant one that is safe to handle in the stable or on the road and that will promptly obey the orders of the driver or rider.

Memory and habit are the two main factors with which we have to deal in training horses. A horse acts through instinct and habit, and one of its greatest characteristics is uniformity of conduct. What a horse is once trained to do he will nearly always do under like conditions.

Education of Horse.

The first thing in training a horse is to get his attention. The second is to make him understand what is wanted. The education of the horse is based on reward and punishment. The reward, a pat on the neck, etc., should immediately follow the act of obedience. The punishment, to be effective, must immediately follow the act of disobedience.

Few horses are inherently vicious. Many horses are made vicious and unreliable by the carelessness or unnecessary brutality of their trainers. If a horse kicks because the harness hurts him, or shies at something of which he is afraid, punishment is not justifiable. If, however, after being stopped, a horse starts before receiving the command to do so, he should be punished. Horses are naturally obedient, and when thoroughly trained their conduct is uniformly good.

Best Training of Horse.

A horse should be trained so that he thinks there is no limit to his power to do the things required of him, and believes that he has no power to do that which is against the wishes of his driver. Above all, never ask of a

Work Horses Should Be Given Liberal Amount of Grain and Hay—Water Is Also Important.

horse something he is unable to perform and then punish him because it cannot be done. If during the first year of his work a colt is hitched only to loads that he can pull, he will develop into a good work horse, while if he is overloaded a few times he may become balky and worthless.

All horses cannot be treated alike. A high-strung, sensitive horse must be treated gently, the dullard sharply. The same force applied to the sensitive horse that is necessary to make the dullard act would be likely to cause the high-strung horse to rebel, while gentleness would obtain obedience.

To train horses successfully a man needs to exercise great patience, gentleness and firmness. If you are training a horse and lose your temper, you had better put the horse into the stable until the next day, for further work at this time will be worse than useless and may undo the work already done.

KEEPING UP SOIL FERTILITY

Provision Must Be Made for Maintaining Production by Fertilizing and Liming.

A noted agricultural scientist once said that it is the business of every farmer to reduce the fertility of his soil by removing the largest crops of which the soil is capable of producing, but ultimate failure results unless provision is made for restoring and maintaining production by fertilizing and liming the soil until it becomes better rather than worse.

DAMAGE BY POOR SIRE

"A few poor cows may do a little permanent harm to a dairy herd, but a poor sire will do untold damage. One thousand pounds of milk per year is a conservative estimate of the improvement of the daughter's production to credit of a good sire."—Prof. W. J. Frazor, University of Illinois.

MOST EFFECTIVE WAY TO CONTROL INSECTS

Fall Plowing Is Easiest and Cheapest Method.

Better to Prevent Outbreak of Pests Than to Stamp Out Infestation Once It Is Established—Bugs Exposed to Sun.

Fall plowing is the most universally effective way of controlling the insect pests that annually cause great losses to the grain farmer. It is much easier and cheaper, says the bureau of entomology, United States department of

Fall Plowing Breaks Up Soil and Exposes Many Insects to Sun and Air.

agriculture, to prevent an insect outbreak in this manner than it is to stamp out the infestation once it is fully developed. The Hessian fly, so destructive to wheat, is one of the insects that can hardly be eradicated once it is established in the crop. Fall plowing is recommended because it breaks up the soil and destroys the grubs and pupae of many insects by exposing them to the sun and air.

Farmers' Bulletin 835, prepared by the bureau of entomology, tells how to control the most common and dangerous of the grain farmer's insect enemies. It gives briefly the life histories of the Hessian fly, army worm, cutworms, grasshoppers, white grubs, billbugs, corn-root aphis and wireworms, with authoritative data describing the characteristics of each pest and the best practical remedies for control. The bureau advises the grain farmer to plow in the fall, if possible; to keep a supply of insecticides and a spraying outfit on hand; to watch the crops carefully for an outbreak, and to report all outbreaks to the county farm adviser, or direct to the bureau of entomology, United States department of agriculture.

BALING MACHINE IS USEFUL

Farmer or Rancher Is Advised to Invest in Implement to Take Care of Hay Crop.

Hay as a cash crop has been exceptionally profitable for the past two years. As it is likely to remain so for several years to come, the farmer or rancher with a surplus of hay should find a baling machine a good investment.

A baler, used at odd times when other work is not pressing, makes an ideal implement for neighborly cooperation.

MOTHER NATURE RULES

"Mother nature is not interested in money and she holds the senior partnership in the cattle breeding business—great herds of beef cattle have been builded on slender means and under obvious handicaps."—Breeders' Gazette.

FORMATION OF GAS IN SILO

Good Way to Determine Its Presence Is by Lowering Lighted Lantern Into the Pit.

Gas may form in a silo at the time of filling and for a week or so afterwards. This gas is heavier than air and so will settle in the silo. A good way to determine if there is gas in a silo is to lower a lighted lantern. If it goes out, it will not be safe to go into the silo.

MUCH SOIL FERTILITY LOST

Considerable Amount of Injury Done Farm Lands During Winter Months by Erosion.

Much soil fertility is lost every winter by soil washing or erosion. Put a stop to it by keeping the hilly lands in sod, planting a cover crop, providing underdrainage, filling the gullies with brush, etc.

TIMOTHY HAY IN ROTATIONS

Farmers Find Crop Good Stand-by Where Alfalfa and Clover Fail to Make Good Stands.

Farmers who have begun to find difficulty in getting stands of clover and alfalfa find timothy hay a stand-by with which to round out their rotations and which assures a crop without demanding much labor.

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