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TRANSPORTATION OF LIVE STOCK A HALF CENTURY AGO, AND NOW

In Ye Olden Days Turkeys, The Thanksgiving Birds, Were Hikers, And Sold From One Dollar To A Dollar And A Quarter Apiece.

(By Old Timer)

There is scarcely a day that you cannot see on the York road cattle, hogs, sheep and poultry of every kind on their way to market in comfortable rubber-tired trucks over smooth, hard roads. They often look as though they enjoyed it. It was not so with their ancestors over a half century ago. There were no horseless carriages then, and while some of the stock came on the few trains of the few steam railroads of that period the greater number walked to market. All the highways leading to the city from Pennsylvania, Virginia and Ohio were used as driveways and great droves of beef cattle, mules, sheep and hogs found their way to the Baltimore markets over these routes. The stock was not brought to market by the individual farmer or stock raiser, but by drovers, who purchased them from the grower and when a drove of sufficient size was collected these dealers would bring them to market.

The drovers would ride horseback and their assistants would usually walk. It was a slow process taking either cattle, sheep or hogs to market. A good cattle man would not hurry his stock. He gave them plenty of time, and gave them abundant opportunity to graze along the way and get plenty of water. They had stopping places along the way where the stock would be sheltered at night, and the drover and his assistants entertained.

The mule drover had a comparatively easy job. With one assistant he could manage a large bunch of mules and make excellent time. The drover invariably rode a white horse and rode in front. His assistants rode behind, and the white horse completely controlled the situation, for a bunch of mules will folllow a white horse anywhere.

The last mule dealer in this section who took his mules with him through the county was Jacob Baughman, of Shrewsbury, Pa., who died probably 25 to 30 years ago. He was well known throughout the county, was an expert on mules and was regarded as a thoroughly reliable dealer. He was a familiar sight on the highways, always riding a white horse and his mules following him.

Probably the strangest sight in those times and one that would be regarded as a great curiosity today was the droves of turkeys that were driven to market at that period. They were driven just as the cattle were, and apparently with very little difficulty. A turkey in those days laid no claim to Royal lineage; he was just an ordinary barnyard fowl. True, he brought a big price because he had no [illegible] on him than a chicken or a duck. While the price of a chicken was 25 cents, a turkey sold uniformly among the farmers for $1 for a hen and $1.25 for a gobbler. It is different today. The gobbler is the king of birds and he brings a greater price today than the sheep and hogs did in the days of which we write. If the wage earners today at the prices they command could live as cheap as their forbears did a half century and more ago they could all ride in limousines and eat turkey every day.

Live stock today is brought from the great ranches of Nebraska and Kansas to the Eastern market in less time than it took in those days of the past to drive them from Gettysburg to Baltimore, and they are fed and watered en route as regularly and as well as in their own pastures.

The race horse is the traveler deluxe today among the domestic animals. The coaches in which they travel have every equine comfort and convenience, and their coaches are attached to the fastest express trains. Each horse has a valet, and if he is a top-notcher he has a secretary besides.

Transportation for animals has changed quite as much in the last half century as it has for humans. Of course, it's all right for the humans and the race horses, but what difference does it make after all to the steer, the hog, the sheep, whether he goes to market on the hoof or in comfortable cars or auto trucks, for in either case he goes to his slaughter.

NEWSPAPER SCRIBES GIVEN AIR THRILLS.

Fifty local newspaper men and women "took to the air" Wednesday afternoon from Logan Field, Dundalk, this county, where Major W. D. Tipton of the Twenth-ninth Division Air Service conducted a series of flights with the nine planes under his command for the benefit of the press.

The majority of the flights were over the immediate territory, but a few of the scribes were taken over Baltimore city. Adjutant General Milton A. Reckord gave orders that machines taking women into the air should perform no stunts. A few of the newspaper men demanded thrills and got them.

Weather conditions were not the best. There was a strong gale, but it was not rough. The flights lasted from ten to fifteen minutes, one passenger being taken up at a time. There were no mishaps.

POSTOFFICE TO ASK PUBLIC CO-OPERATION.

Steps to enlist the co-operation of householders, school children and business and commercial interests in the handling of the Christmas mails are being taken by the Baltimore Postoffice force.

Postmaster Benjamin F. Woelper, Jr., has assigned John E. Owens, superintendent of mails, to take charge of the work of enlisting the public's aid.

Mr. Owens said that the department is having printed 150,000 circulars. These will be delivered from door to door, he said, by the postmen. They will bear instructions for packing, wrapping and addressing gifts and for the proper manner of mailing cards.

Five thousand posters with the same instructions printed on them will be distributed among the school children and 500 letters of instructions will be forwarded to the business and commercial houses.

Distribution of the cards and letters will be made about December 1.

According to the information that will be on the posters, delivery of mail will cease in Baltimore at 11 A. M. on Christmas Day. There will be no delivery at all in the rural districts.

The posters ask that all outbound packages and cards be mailed not later than December 15 and that all material intended for local delivery be mailed not later than December 20.

According to Postmaster Woelper, the school children are the department's greatest aid in expediting Christmas mailing. Last year, Mr. Woelper said, the department was able to complete practically every delivery by Christmas Day.

TOWSON JURY AWARDS MALCOLM W. FISHPAW $3500 DAMAGES.

A jury in the Circuit Court at Towson awarded Malcolm W. Fishpaw, of Chestnut Ridge, $3500 damages for a right of way through his property for an electric service line, condemned by the Consolidated Gas Electric Light and Power Company.

EAT NOURISHING FOOD AND PLAY OUT-OF-DOORS IS HEALTH OFFICER'S ADVICE TO YOUNGSTERS

Too Many Sweets, Failure To Drink Milk And Eat Nourishing Foods Largely Responsible For Number Of Underweight Children.

"Eat nourishing food, take some time each day for play out-of-doors, get plenty of sleep." This is the advice of Dr. Josiah Bowen, County Health Officer, to the school children whose records are marked "Undernourished" or "Underweight." Dr. Bowen adds:

"It isn't the lack of food, but badly balanced food—too many sweets, failure to drink milk and to eat other nourishing foods that is largely responsible for the number of undernourished and underweight children that are found by the school physicians and the health officers in the medical inspections of schools throughout the counties."

With the idea of giving the children meals that will be inviting and that at the same time will supply what growing children need, some suggested menus that were prepared by Miss Olive Bolcum, Nutrition Worker of the U. S. Public Health Service, for children from 8 to 12 years old, have been recommended to mothers who are anxious to see their children improve. Here are some of them:

Breakfast—1 baked apple. a cup of oatmeal with one-half a cup of milk, 2 slices of bread and butter and a cup of milk to drink.

Dinner—1 cup of vegetable soup, corn bread, 1 baked Irish potato, 1 ball (broiled) Hamburger steak, 2-3 cup custard.

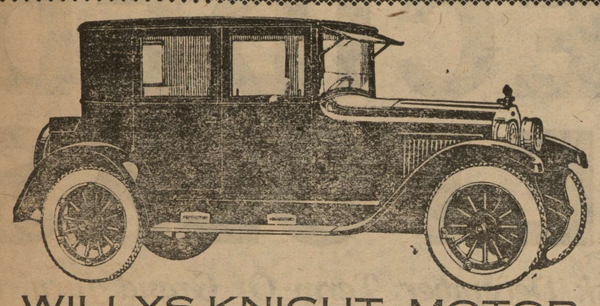
Afternoon Lunch—1 peanut butter sandwich, 1 apple.

Supper—Milk toast (3 slices of bread), ¼-cup of cooked fruit, 1 cup of milk to drink.

Breakfast—1 orange, 1 cup of corn meal mush with ½-cup of top milk, 2 slices of toast with butter, 1 cup of milk to drink.

Dinner—1 cup clear soup, poach-

(Continued on Page 3)



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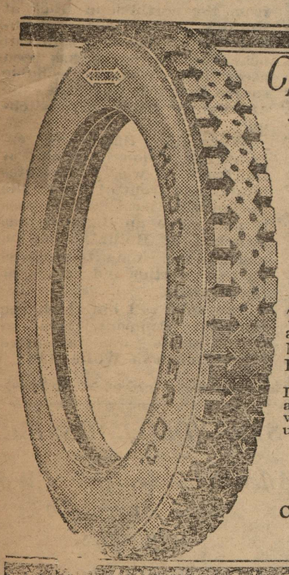

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Smoked Ham	22
Pork for Roasting	25
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