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HORSE SHORTAGE NEEDS LEGISLATIVE ACTION

That the shortage of horses throughout the country is serious and requires the attention of Congress, is the assertion recently made by O'Neil Sevier, an authority on horses and horse breeding.

Speaking of the need for army horses of the right type, Mr. Sevier calls attention to the situation and says that unless something is done to stimulate production we shall be woefully short in horse power, though prosperous otherwise and rich in agricultural and mineral resources.

"This deficiency in horses," he says, "demands the immediate and most serious consideration of the national legislature.

"The accepted theory in Europe of the necessary ratio of horse strength to man strength in modern armies is 2 to 5. And, for the edification of uninformed writers who flippantly assure us that the utility of the horse, as an essential element in warfare, has passed and that the airplane and the motor truck have taken over his old-time work, it is not amiss to say that 400 to 425 horses were required for the equipment of every infantry regiment of from 1,800 to 2,000 men the United States sent over to France.

"A properly outfitted American Army," he continues, "should have a bigger proportion of horses to men than is necessary for the equipment of an army in Europe, for Germany, France, Italy, Belgium and other European countries are gridironed by splendidly metaled railroads. Except in the more densely populated parts of the East and North, notoriously poor roads preclude the use in the United States of the gasoline driven vehicles to the extent that they were employed by the armies of Europe.

"And it would be well to keep in mind that the quartermaster's department of the United States army doubts its ability to find right away enough horses for an army of 600,000 men! The draughts made on the farms in the last four years by the Allies have well-nigh combed the country clean of serviceable animals."

The production of light harness horses of all breeds has languished everywhere these past 20 years. Obtaining the 3,000 to 4,000 thoroughbred stallions essential to the production of the kind of horses needed, he intimates, is going to be a very hard task unless national action is taken.

He calls attention to the splendid work being done by the horse lovers who are maintaining the breeding bureaus of the different States, but says that even their efforts will have to be aided.

Maryland has a breeding bureau which is offering the free use of thoroughbred stallions to Maryland farmers who will give the horses the right care and attention. Through this bureau a great deal of good work is expected to be done.

The Maryland Breeding Bureau, through this paper, will be glad to answer all inquiries concerning horse breeding and the care and management of stallions and of mares and colts. Address all questions to the editor of this paper who will forward them. The answers will be printed in an early number of this paper.

THOROUGHBRED STOOD WAR HARDSHIPS BEST.

Estimates of army officers on the Allied side show that more than 50,000 horses working on the Allied side were killed and many other thousands were worn to the extent that they lost virtually all of their usefulness. The records show, however, that the thoroughbred was far more able to stand the strain of work and fatigue than the coarser bred horses.

The average life of the thoroughbred in service during the war on the Allied side was 25 days while three-quarter bred horse's life averaged but 16 days. The scale ran further down along the line of the more coarsely bred horses with the half-bred averaging but 10 days, the quarter-bred but seven days while the life of the average grade horse was but five days. Thus it can be seen obviously that the thoroughbred did a duty that the poorer bred could not compete with and it was the presence of thousands of these fine animals that helped the Allies to their final success.

The terrible drain through warfare practically depleted the stock of better grade animals as far as the American army was concerned, and the Yanks were forced to depend to some extent on aid in the horse line from their Allies.

Despite the widespread use of motor vehicles in the German war the horse demonstrated that he filled a need that was vital. The horse in many cases was able to go where a motor vehicle, no matter how powerful, could not travel and added to this was his forte in the great followup work performed by the Allied cavalry.

America was unprepared when she entered the world war but in many avenues she was able to prepare. Not so far as her horse supply was concerned, however. Army officers are anxious that this condition shall not exist again and hence the Government has announced its intention of encouraging the breeding of horses in every way possible.

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WILLIAM H. KRUSEN

STILL POND

TOMBSTONES AND MONUMENTS

SEEMED TO COME TO THEM

Few of Our "U" Boat Chaser Skippers Had Had Previous Nautical Experience.

"Where do the officers of the submarine chasers come from?" I asked an executive officer long in the navy, writes Samuel G. Blythe in the Saturday Evening Post.

"Everywhere," he said.

"Were they sailors?"

"Not many of them; some had had experience in motor boats and yachts and were amateur navigators, but the way they have picked it up is marvelous. Let me give you an illustration. When I was organizing the first flotilla that came over I questioned the young chaps who came before me as officers for the chasers. Of the first five on one day one had been a shoe salesman, another an accountant, another a nut inspector and another an actor."

"Nut inspector?" I said. "What's that?"

"He worked on a pecan ranch down south somewhere."

"They had had some sailing experience and had taken short special courses at a training school. Now of that bunch three are in command of chasers today, four brought their ships across and the actor is a unit commander, and a mighty good one, too. That's where we got them. The navy just reached out and collected them here, there and everywhere, and they are good stuff and making sailors of themselves mighty fast."

FEW SHIPS ARE TOTAL LOSS

Vessels Sunk by Mines or Torpedoes Patched, Raised and Taken to Port for Repairs.

Any one who imagines that all the vessels sunk by enemy U-boats or mines are left at the bottom of the sea would be surprised if he could be told the whole story of ingenuity, resource and unremitting toil of the British admiralty salvage corps.

Almost as soon as a vessel is sunk salvage operations are commenced. Divers are sent down to take accurate measurements of the size of the hole made by the torpedo or mine. Small holes are plugged with wood, but large ones are patched with "standards" patches. These are made of 12-inch wooden beams, and a patch sometimes weighs as much as 20 tons.

As may be imagined, the size of the hole varies greatly. In some cases it has measured 40 feet long by 20 feet wide, and in one case it has been known to be 48 feet long by 25 feet wide.

When the vessels have been plugged and patched, their cargo removed and the water pumped out of them they proceed to the nearest port where they can be permanently repaired.

Several vessels have been torpedoed after being refloated and have again been successfully raised and taken into port.

Miracle in the Mediterranean.

In an article on the submarine warfare in the Mediterranean contributed to the November Century, Herman Whitaker tells of a lad on one of the American destroyers who had been washed overboard in a black night storm and was thought to be hopelessly lost till a voice hailed the watch from under the stern. He had caught the logline, which trails for a couple of hundred feet behind, and hauled himself along it. Another escape was still more marvelous. Washed overboard at night from one of the destroyers, this particular lad was heaved by a wave upon the deck of another vessel half a mile astern. When he was restored to his own ship at the end of the voyage, his captain thus addressed him: "Young man, you have used up all the luck you will have in all your life. The navy is no safe place for you. Take my advice; get out of it as soon as Uncle Sam will let you."

Gave Revenue Officers Tip.

Revenue officers who arrested an Atlanta man with fifteen gallons of whisky in his motor car, found he had a letter from a Georgia farmer, saying that the writer had "some very fine pigs for sale at the low price of $7 each," and that "the sow had a litter of thirty," a remarkable thing in the animal world. On investigation, they found the sow to be a complete moonshine still and the litter to be thirty jugs of high-powered moonshine whisky.

German Efficiency.

Workmen, engineers and superintendents in factories caught in the north of France when the German army invaded the region have gradually worked their way back to Paris as repatriation has been accomplished. They bring the information that practically nothing remains of the industrial establishments anywhere in the invaded districts.

Mules Worth More Than Horses.

The government pays more for mules than for horses for war service. The average prices paid up to June 1 were as follows: Mules, wheel, $228; lead, $189; pack and riding, $184. Horses, cavalry mounts, $161; light artillery, $188; heavy artillery, $221; young horses, $142.

Significant Hint.

"Bill says you insulted him when he started to tell you of the number of enemies he had killed and captured at the front single handed."

"I never said a single word, but listened in silence. All I did was to put on my gas mask."

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BETTER-HORSE CLUB WOULD HELP FARMERS

Lovers Of Driving Animals Would Also Profit By Work Just Started In Maryland.

The organization of farmers and lovers of riding and driving horses in Maryland into Better-horse Clubs, got its start recently when W. O. Seigert, of Galesville, Anne Arundel county, formed such a club among West River farmers. The purpose of the organizations is to improve the breed of Maryland farm and driving horses and to endeavor to make county fairs, horse fairs in truth, where the animals may be exhibited, exchanged, bought and sold.

The formation of such clubs has the support of the Maryland Breeding Bureau, which has headquarters on the 13th floor of the American Building, Baltimore, and which offers to give such assistance as it can to those who wish to organize.

It will supply information concerning the breeding of horses and will refer all who wish to breed their mares to thoroughbred stallions, to those Maryland horse lovers who now have noted sires loaned them by the bureau.

W. O. Seigert, president of the West River Better-horse Club, now has two of the bureaus stallions and to aid the cause he has announced that he will place the stud fee at a very low price.

A half-bred mare he owns has been bred to Roderick, one of the most noted sires of this country and England. The colt will be foaled in June and is expected to prove an ideal cross.

His brother has bred a mare out of a Clydesdale mare by a Percheron sire, to Roderick and the result is expected to be a horse partaking of the best characteristics of his thoroughbred sire and his heavier dam. It should prove to be a salable horse for artillery purposes and is expected to make a fine farm animal.

There are scores of farmers in this county who would profit by the formation of a Better-horse Club and those interested in organizing such a club can communicate through the editor of this paper with the Information Division of the Maryland Breeding Bureau. They will be helped in every possible way.

If the plan goes through and clubs are formed in this and other counties, the country fairs this fall should be horse fairs in all that the word implies—places where horses can be exhibited, their points compared, and the animals sold.

The Maryland Breeding Bureau, through this paper, will be glad to answer all inquiries concerning horse breeding and the care and management of stallions and of mares and colts. Address all questions to the editor of this paper who will forward them. The answers will be printed in an early number of this paper.

husband, for arrangements are being made to have the farm and garden products exhibits and the exhibits of the Household Department one of the big features of the week. W. B. Kemp will handle the farm and garden products, and Mrs. Carville D. Benson and Miss Catherine Braithewaite will have charge of the Household Department.

And last, but not least will be the midway attractions and the exhibits of farm implements and machinery. These are all under the direction of Matt L. Daiger, assistant secretary and treasurer, who has announced plans which will make Timonium the show place of the State during the week of the fair.

The officers and directors of the fair association were re-elected as follows: Louis McLane Merryman, President; John M. Dennis, Vice-president; William B. Kemp, Secretary; Charles E. McLane, treasurer; Matt L. Daiger, Assistant Secretary and Treasurer. These, with the following, compose the board of directors: R. J. Walden, J. M. Little, Sterling Mays, Guy Nelson, C. C. Dennison, Edward A. Cockey, C. I. Reynolds and N. D. R. Allen.

WAR PROVES VALUE OF BREEDING.

The Maryland farmers interested in improving the breed of Maryland horses the war has taught a great lesson when it showed that the thoroughbred and the thoroughbred grades stood the stresses of war better than any other types. The loss of military horses in peace times is estimated at ten per cent. In war the loss fairly bounds upward. This last great war has showed that the life of the cold blooded horse, under war conditions, was from 5 to 15 days while the great French type, in which the thoroughbred strain is dominant, withstood the most gruelling hardship, with the English and Irish hunters and other thoroughbred grades, from six weeks to two months. The same test would prove good in farm work.

Thirty dollars a day for waiting on a family was the wage at which a colored woman was hired at Winnemucca, Nev., by a Basque sheepman to go to his ranch near McDermitt, on the Oregon line, all the members of his family being down with influenza.

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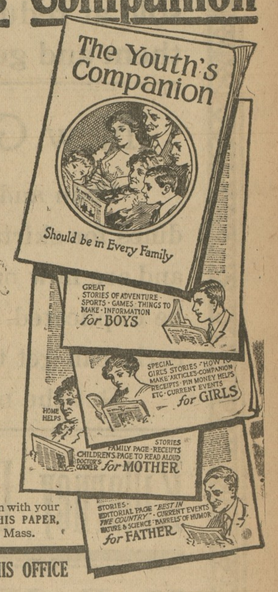

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