

HORSES AND MULES FOR WAR

Many Animals Not Particularly Needed on Farms Have Been Purchased by European Nations.

(By E. A. TROWBRIDGE, Missouri Experiment Station.) The European nations now at war have purchased many Missouri horses and mules, which are not particularly needed. Of course, they have obtained some good animals, but many of them have not been of the best, and most of the mules bought were full aged. The older mules were bought because they could stand the trip across the Atlantic better than the younger ones. Some good cavalry horses were obtained.

A few horse dealers have predicted a high market price a short time after the close of the war. They are of the opinion that most of the horses now being purchased in this country will be killed, and that soldiers will need many animals on returning to their farms. I believe that the market will be good, but I do not predict any exceedingly high prices. This country will be able to supply any demand. A different situation might arise, if the war continues for more than a year.

Between 250,000 and 300,000 horses and 50,000 and 75,000 mules were contracted for in this country, and the loss of these animals to the United States only means the taking away of those produced between January 1, 1914, and January 1, 1915. With a similar increase during the present year, we would be able to supply a considerable number of horses and mules.

SUNLIGHT A GERM DESTROYER

Cheapest Disinfectant at Man's Disposal—Southern Exposure is Desirable in Buildings.

Sunlight is nature's great germ destroyer. It is the cheapest disinfectant at man's disposal and should be taken advantage of at every opportunity.

"In the construction of barns or shelters of any kind for animals," says H. Preston Hoskins of Minnesota College of Agriculture, in extension bulletin No. 44, "ample provision should be made for the admission of the maximum amount of sunlight. A southern exposure is desirable; that is, an arrangement by which most of the windows face south. The warmth thus provided in cold weather is desirable and much of the heat of summer can be avoided by the use of curtains or screens.

"Most disease germs are entirely killed by direct sunlight. This has been repeatedly shown by experiments."

The farmer should bear this in mind in building his barn, stable, hog house, or poultry house.

CHEAP SLING FOR HAYFORK

Advantages of Modern Devices Appreciated by Man Who Has Pitched Hay From Wagon to Mow.

The unloading of hay is now a comparatively easy task, made so by the use of machinery. Any man who has ever pitched hay from a wagon into a high mow will appreciate the advantages of the hayfork and sling. In one form of sling which is pretty generally used throughout the East, the sling is adjusted upon the hayrack and the hay loaded on without any particular care as to placing it. When the wagon reaches the barn as many drafts as can be taken off at



Sling Closed.

good forks are elevated, then without removing the fork it is hooked to the sling attachment by the end pulleys, and pulled upon the free end of the rope to lift the hay. The balance of the load around the fork. The trip rope is unsnapped from the fork and attached to the swing. The value of the sling is the saving of time in shaping the load with a hand fork for the last draft with the horse fork and cleaning up all the hay on the wagon.

These slings cost from \$2 to \$2.50 each.

Old Country Buildings. Most farm buildings in the old country are made of stone, cement or brick, with tile roofs. These buildings are not only fire proof, but will last hundreds of years. Compared with these even our best buildings are but makeshifts. Constantly rebuilding takes altogether too much of our money.

Waste of Posts. Why throw away a well-seasoned, just-ready-to-use fence post, or stake, just because one end has rotted off in the ground? Reverse it and the chances are that it will last longer than it did the first time.

Pity Above Wisdom. More helpful than all wisdom is confidence of simple human pity that will not forsake us.—George Elliot.

His Failure. "Ah! What scanty knowledge we have of what the future holds in store for us!" solemnly remarked Professor Fate. "When I was a truckle-faced lad, with the nail of one or the other of my superior toes chronically turned back like the clasp of an old-fashioned portmanteau, how little did I realize that I should grow up and not be president!"—Kansas City Star.

Glory of the Laurel. The most beautiful plant of the flora of North America is the mountain laurel, named by the great Linnaeus himself in honor of his favorite pupil, Peter Keim, who discovered it while traveling in America almost two centuries ago. For a few weeks every spring the laurel makes countless hill-sides and forest glades from New Hampshire to Louisiana indescribably lovely, with its clusters of pink and white blossoms.—Boston Herald.

"HE ALSO SERVES"

By ISOLA FORRESTER.

Bellamy was assigned to the Black Creek station in February. He went to it grimly, knowing all its demands and dangers. It was not only black by name, but it held the blackballed place of honor with every operator in Wisconsin. Timber stretches, then the river, black and turbid, then the embankment and railroad tracks and his lone eryic perched near the water tower—that was Black Creek station. Back in the hills, if you followed the corduroy road, you came to few houses. Bellamy boarded at one of the first, but tired of it, and he heard of Ma Appley's from Operator No. 10.

She was stationed down at Sweetwater, eight miles below Black Creek. After the first week she would answer questions, and when he complained of the food and lodging up at the half-breed's house, she told him to hang on to the 7:20 local and drop off at Sweetwater and she'd take him over from Appley's.

"That was the beginning for Bellamy. All his life he remembered the picture she made waiting for him on the platform. It wasn't that she was so beautiful. Bellamy only knew that she was infinitely tender and womanly. Sweetwater itself telling her all his hopes and plans the third night, after he had become a 'regular' down at Ma Appley's. And when he had finished she had nodded her head.

"I thought of that had made him hang on to his nerve through six months of Black Creek, with its loneliness and hard work. The river had been high all day. When he took the station over at six, Tucker, the day operator, told him he had tried for an hour to get an answer from Packer's Grove, twenty-two miles north along the river.

"If there's a washout up there we'll get it here during the night, and sweetwater and you'll have to hold back the trains."

"Sweetwater and he. He called her as soon as he was alone, his Sweetwater sweetheart, as he laughingly named her to himself, Madge Lowell on the company's pay roll.

"Keep at the key," she called. "No matter what happens, don't go away. There are two passenger trains besides the express, and it's up to us, because we're at the top of the valley and will get the first alarm."

"It was a quarter of eleven when he heard the roar up the valley. He leaned out of the little side window and saw the river dashing below. It was over the siding tracks now and rising. He called Sweetwater and told her the flood was booming down the valley and the tracks were going under. And in five minutes she called back that the express had left Chip Packer Junction already, but she was signaling it from her station. If it passed he must call for help.

"The river may get me first."

Then he understood. He was in a tower, but his little shack was on a level with the tracks, a few pine boards with a water tank on one side and the hay loaded on without any particular care as to placing it. When the wagon reaches the barn as many drafts as can be taken off at

"I know, dear. Here comes the express. The water's up to my door. Good-by."

He staggered to the window and hung out, listening as if he could have made the night tell him what was happening out in the heart of it. There came the call of the express as it swung around the curve below; he above the roar of the waters it came faintly, a far-off, broken shriek, it seemed to him, for help. Then silence. He called Sweetwater doggedly, but no answer came. His wire was still alive, though, and he caught the first big town south, asking help for Sweetwater and the express.

Through the slow, dread hours till dawn broke he sat head down on his arms at his table. Yet she had told him to stick and he lived up to her measure of him, answering each call that came up the valley, warning each train at the points of safety, as she would have begged him to do.

Tucker came an hour earlier, cheery and riotously overjoyed to find the station safe.

"Bad night, eh?" he asked. Bellamy did not answer. He dropped down to meet the local as it came cautiously along. And as he stood watching on the platform he saw Madge on the steps of the end car. She slipped into his outstretched arms joyfully.

"We got them all right, Tom," she cried. "Every life saved! But my station's gone down the river. I had to come up and tell you and I was afraid."

"Headquarters on the wire, Tom. Asking details on the heroic deed. Any report?"

"Tell them No. 10 resigns. Object, matrimony," Bellamy answered. (Copyright, 1915, by the McClure Newspaper Syndicate.)



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WHAT ABOUT SHIRLEY?

By ISOLA FORRESTER.

"She signs herself Marianne," said Jane, thoughtfully. "Mary Ann?"

"No. You kind of give it the French uplift, don't you know? Marianne! Mrs. Shirley Evans Dean. She married Shirley Dean three months before he was killed in an aeroplane accident abroad. He left her an awful lot of money and Anita, his only sister. The long and short of it is that Marianne is on this side now and she has Anita with her. Anita's twenty and she's thirty, and they've got eight millions between them."

Peter had been listening idly to his sister's chatter? It was the late Sunday morning breakfast hour and he sat in a wave of newspapers. Suddenly his eye caught a line so startlingly pertinent to the subject in hand that he was held by it. Briefly, it stated that the Dean estate was finally settled and, owing to depreciation of securities and stocks, it would barely reach \$15,000. The main residue, amounting to \$5,000,000, had been conveyed by trust deed before Mr. Dean's death to his beloved daughter.

"By George, Jane; listen." Peter read it over hurriedly. "That cuts off Mary Ann and Anita. I didn't know he had a daughter."

Jane sat speechless. Mrs. Dean's letter lay in her lap. They had taken over one of the handsomest cottages on the mountain for the fall season. The whole little select colony was on tiptoe waiting the arrival of the two.

It waited later on with more expectancy and alertness, wondering whether Anita or Peter the pretty sister-in-law would win the richest bachelor in Georgia, Peter Sewall. But Peter was called North repeatedly on urgent business, and it gradually leaked out that Dean had appointed him a trustee over his daughter's estate.

"Oh, Peter, you are almost admirable sometimes," Jane told him. "When you know how anxious we all are to know what she's like and when he ever married before."

"Her name is Shirley," said Peter, pleasantly. "She is a very beautiful girl and altogether charming. Her mother was a New York singer. She died when Shirley was a baby. That's all."

"I believe you're in love with her," suspiciously.

Peter's blue eyes twinkled. "I am. I think she's adorable."

"Then you should stop riding with Anita every time you're here, and leading her on to think you—"

"Jane, you women are so delightfully vague and indefinite in your attacks upon a poor devil of a male. Are you warning me against Anita?"

"I shall warn Anita against you, Peter."

Nevertheless Peter rode late that afternoon with Miss Dean. Peter looked now and then at her fine clear profile, the nose that just escaped tilting a challenge at the world, and the lips that always held a smile for him.

"Has Jane warned you yet?" Peter asked. She smiled and nodded at him. "Did you need warning?" Peter was particularly aggravating.

"I don't think so." She glanced at him amusedly. "This affair over the estate has worried Marianne so I have had to think to much of myself."

"He was a peculiar fellow anyway. He had an idea that modern wealth spoiled a girl or boy for the big aims of life. So he kept his daughter in ignorance of his riches."

"Did you find her well bred?" "She is charming," Peter said dreamily. "She has lived with her grandmother up in New York state, and is mighty sweet, mighty sweet, I wish you'd go to see her. Of course, I know how you and Mrs. Dean must feel—"

"I don't, not at all, and she will marry again, of course. I am only glad that Shirley found real love somewhere. I think his marriage with Marianne was just an adventure, don't you know?"

"Love is at best an adventure, possibly the greatest adventure it seems to illuminate life when it comes. Peter paused, adding musingly, 'You see, I am in love.' Anita's head lifted. She watched the road ahead of her. To her the road looked dark, yet Peter had just said it was illumined. Into her life with all its little petty superficialities, Peter had come, and he had seemed some way to measure up to what a man should be even when he was handicapped by wealth. It seemed almost as if Fate were putting an extra twist in its torture when it gave him to Shirley's daughter, gave her both the fortune and Peter. "I am in love," repeated Peter glad-somely, reverently.

"You don't mind my telling you so soon? I don't like to encourage Jane too much in her sisterly plans, but this time she may consider herself a ministering angel. I love you, Anita." He rode close by her bay mare and leaned toward her. Anita caught her breath with a quick little laugh. Surely the path was all aglow with light. She closed her eyes a moment. "What about Shirley?" "Shirley?" Peter smiled whimsically. "Shirley will love you. We'll take her and look after her and love her. She is just five years old, dear." (Copyright, 1915, by the McClure Newspaper Syndicate.)

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Del. & Va. Ry. Co. POTOMAC RIVER LINE. Schedule in Effect September 3, 1915. Three Trips Weekly —BETWEEN— Baltimore and Washington.

Read carefully as important changes have been made. Leave Baltimore, pier 3, Light street wharf, (weather permitting) at 5 p. m., every Monday, Wednesday, and Saturday for the following river landings: Alexandria, Washington, Groves' Point, Port Belton, Governor's Run, Millstone, 10 a. m., Governor's Run, 12 noon, Mundy Point, Kingsale, Lodge, Mundy's Point, Cindra, Piney Point, 10 a. m., Leonardtown, 12 noon; Abell's Coburns, Stones, Hushwood, Lancaester's 4 p. m., Riverside, Liverpool Point, Glymont, Alexandria and Washington.

Stops only on Signal. Leave Washington, Seventh street wharf, (weather permitting), 4 p. m., every Monday, Wednesday and Saturday for the following river landings and Baltimore:

Washington, Alexandria, 4:45 p. m. Glymont, Liverpool Point, Riverside, Hushwood, Lancaester, Coburns, Stones, Leonardtown, 5 a. m., Abell's Piney Point, Cindra, Lodge, 10 a. m., Mundy Point, Kingsale, 12 noon; Coan, Bundick's, Lakes, Walnut Point, Cowarts, Lewissetta, Kingsale, Lodge, Mundy's Point, Cindra, Piney Point, 10 a. m., Leonardtown, 12 noon; Abell's Coburns, Stones, Hushwood, Lancaester's 4 p. m., Riverside, Liverpool Point, Glymont, Alexandria and Washington.

Returning steamer will leave Benedict, (weather permitting), Friday, 12 noon, stopping at all the above points. Solomon's, 9:30 a. m., Millstone, 10 a. m., Governor's Run, 12 noon, Plum Point, 1 p. m., Fair Haven, 2 p. m., arriving in Baltimore about 8 p. m.

Steamer will leave Baltimore, Pier 4 Light street, (weather permitting), Thursday, at 2 p. m., for the following points: Fair Haven, Plum Point, Dares, Governor's Run, Cove Point, Millstone, Solomon's, Spencer's, St. Cuthbert's, St. Leonard's, Solter's, Solter's, Parkers, Forrest's, Williams, Duke's, Trent Hall, Holland Point, Benedict.

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Leave Baltimore, Pier 4, Light St., (weather permitting), Saturday, 2 p. m., for the following points: Fair Haven, Plum Point, Dares, Governor's Run, Cove Point, Millstone, Solomon's, Spencer's, St. Cuthbert's, St. Leonard's, Solter's, Solter's, Parkers, Forrest's, Williams, Duke's, Trent Hall, Holland Point, Benedict, Liethel's, Truman's Point, Deep Landing, Holland's, Cliff's, Magruder's, Ferry, Lower Marlboro, White's Landing, Ferry Landing, Nottingham's.

Steamer will go to Lyon's Creek, Monday morning. Returning, steamer will leave Lyon Creek, (weather permitting), Monday 7:30 a. m., stopping at the following landings: Nottingham, 8:30 a. m., Lower Marlboro, 10 a. m., Benedict, 12 noon, Solomon's, 9:30 p. m., Millstone, 10 a. m., Cove Point, Governor's Run, 8:30 p. m., Dares, 8:30 p. m., Plum Point, Fair Haven, 10 p. m., arriving Baltimore next morning.

Freight received in Baltimore, Pier 3 Light street, on Tuesday, Thursday and Saturday, until 1:30 p. m. This time table shows the time at which steamers may be expected to arrive at and depart from the several wharves, but their arrivals or departures at the times stated is not guaranteed, nor does the company hold itself responsible for any delay or any consequences arising therefrom.

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2-6, 15-17. **Saint Mary's Academy** LEONARDTOWN, MD., Conducted by the SISTERS OF CHARITY, OF NAZARETH, KY. Boarding and day School for Young Ladies. Beautifully located on one of the most picturesque heights of Southern Maryland. Ideal environment for study and recreation. Excellent equipment, physical, moral and intellectual instruction. Courses include Academic, Intermediate, Elementary and Commercial. Special attention given to Music, Vocalization and Elocution. For prospectus apply to the SUPERIOR SISTER

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Del. & Va. Ry. Co. PATENTED RIVER LINE SCHEDULE. In effect September 3, 1915.

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