

EVERY HORSE HAS HAD HIS DAY Will Automobile's Advent Into Field of Horse, and Anti-Racing Laws Drive Man's One Time Best Friend to the Zoo?

THE occupation of the horse seems suddenly to have become endangered. As though a great conspiracy were on hand the once indispensable quadruped is being pushed from places where once it was essential. The automobile for pleasure and the motor wagon and truck for utility have chased thousands of horses into the country. Even there the equine gets a dubious welcome for the farmer who now becomes an automobiler. A passage of anti-gambling laws, if enforced, means the eventual death of trotting, running and racing. That is the fact that these sports depend for existence exclusively on betting. At this rate soon nothing will be left but the horse race. The horse will be dependent for a continuance of popularity on the favor of society, which is proverbially fickle in its tastes.

After having been ranked since 1815 antilutely as man's best friend and ally, the horse is now being forced to fight a battle to keep himself from becoming little more than a freak for exhibition in a zoological garden.

The whole world seems to be engaged in vast conspiracy. The automobile and the motor truck to seriously cut into two spheres of activity that have given the horse a special usefulness, and now that these spheres are being gradually crushed against gambling has finally resulted in the passage of a rigid anti-betting law in the first state of the union and the one where the horse racing mania had reached its greatest height.

It is admitted that the same result obtained in New York is followed throughout the remainder of the United States, and hence the horse races are finally and completely abolished, that men will cease to be votaries of the sport of kings. When this comes to pass the horse will no longer be developed for the purposes of racing and trotting, and one of man's strongest motives of interest in the coldest of animals will have passed.

Then barred out from a practical standpoint and made impotent as a source of sport, the horse will first be banished to the country. Then having become a poor money-making proposition the farmer will lose interest in him, and eventually the poor equine will find his occupation, like Othello's, forever gone.

The amazing inroads made into the horse's domain are conceded, and by most persons they are welcomed. The development that is gradually taking the horse's job away from him is indeed, further back than the automobile. It was the installation of the trolley systems throughout the country that told of a better method of transportation than the horse-drawn car.

Formerly the big city knew only the horse as a motive power. It was the only mode of transport from place to place. But now it is only in the smaller villages that any are to be found. Its conquering way soon took the trolley out into the country, and resulted in joining together cities and towns formerly widely separated and opening up for development whole new stretches of country that had been in the past inaccessible.

The horse had been the carrier between districts formerly, but the quadruped was put out of commission as soon as the trolley began to its way. In the new appointment the horse got a new job for use as a carriage animal to be used in the short distance rounds of rural transportation. This was in the stages when the farmer would not admit that the time had ever come when by any chance he would be a convert to the automobile.

His deep-rooted hatred to the modern means of transportation moved him to the bitterest possible reprisals against motorists by setting beating the speed laws. In many cases the farmer had a just right to complain, for the

motorists, the forerunners of the present great army of motorists, did not allow him to use the power controlled by the wheel of their high powered automobiles was one that ought to be used very temperately. But starting with the automobile, the farmer began to make some discoveries. He found out that lovers of the "Horse" don't care for the horse, a strong interest in the horse for good roads, and that being in most cases men of wealth they were successful in getting legislation enacted quickly and adequately than he could hope.

This bond in common, the desire for better highways, brought about the amity between the farmer and the motorist. From a systematic campaign by the latter to win over the former and ally his suspicion was inaugurated. Motor clubs passed resolutions reprehending those who drove fast or noisily. They assisted in having punishment brought upon offenders.

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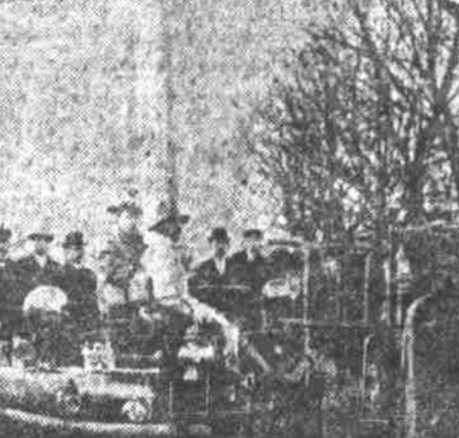
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ANTI-BETTING LAWS WILL END SCENES LIKE THIS.



ENGLAND'S SHIP OF MYSTERY--Famous Cruiser-Battleship Will Be Seen in American Waters for First Time

By Walter S. Meriwether. NON the prince of Wales is to pay a visit to Canada--some time in the near future--the date not yet being officially announced. With its habitual foresight the navy department has made arrangements by which the navy of America may have fit representation in the vessels that will gather at Halifax or at Quebec, as the case may be, at the time of his coming.

Germany is Rival. "The essential fact is that Germany replied, and we are compelled to meet her reply with still further replies. Therefore, regarding the new ship building program on the question of whether the best is proposed for the sum to be expended, we are disposed to express unstinted admiration for the admiralty policy. We consider the reputation adopted altogether admirable. Having said this, however, we have said nothing that we possibly can say in favor of the new program."

Germany's reply was in the Blicher and the Invincible class. The eight 12-inch guns of the Invincible, the later cruisers "E" and "G" are to be even more heavily armed, and are to have a larger armament, and in their 44,000 ton displacement, the promise of greater speed.

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When Secrecy is Difficult.

But although it may be easy enough to maintain secrecy about a vessel while the vessel is under construction, yet it is practically impossible to keep up the secrecy after the vessel has gone afloat and into commission. Then she must reveal her lines, the number and character of her guns and their emplacement, and all the rest that is visible to the observer. It is unlikely that any of the naval attaches neglected the opportunity, which was first afforded a short time ago, to see just what the vessel is like. At any rate, it is not likely that the secret class statement that "The Mysterious," otherwise and officially known as the Indomitable, is an extraordinary vessel in its construction.

Dreadnought and Indomitable.

And whereas the Dreadnought has only 12-pounders for repelling torpedo attack, the cruiser battleship has an anti-torpedo argument consisting of 14 25-pounders. The Indomitable is driven by turbine engines, which have an estimated horsepower of 41,000. Her great draught would seem to enable her to maintain high speed in almost any kind of weather. The vessel measures 272 feet above the waterline. The draught freeboard is 23 feet, aft it is 25 feet. The armor protection consists of a belt seven inches in thickness. Our navy officers have no means of knowing what particular kind of armor this is, but from what they have heard of armor tests that have been held abroad, they say that an armor belt of this thickness is as good as the resistance central to that of the 15 inches of steel with which we formerly protected the Oregon and the battleship of her time. It is because of the new improvements that have been made in armor since then.

PERILS OF A SLEEPWALKER

WASHINGTON, June 27--A 19-year-old girl walking in her sleep, clambering over a building front and over a roof and eaves, harassed the feelings of Georgetown residents in the early hours of this morning. The entire household was aroused by her screams, and still the girl did not awake. To the fastness of her slumber she owes her life.

First Presidential Convention.

The story of the position taken by the political parties of the United States on the question of a system of public improvements by the federal government is a story of intelligent evolution beginning with the convention in 1832 of the Democratic party at Baltimore--the first of all presidential conventions--and which nominated Andrew Jackson and Martin Van Buren. In the brief platform adopted by the convention the plank appears:

Political Parties Must Assist Projects--Waterways Improvements Necessary to Country's Progress--Campaigners Should Take Notice

WASHINGTON, July 6.--So thoroughly united are all political parties of the present day on the absolute necessity for improvement of the inland waterways of the country and, therein, in accord with the demands of the trade and commercial interests of the country, that a sketch of the question as it was viewed in the earlier days of political parties cannot fail to be of great interest.

Work Horses on Parade.

may have the effect of making the 400 look askance. The growing vogue of the motor vehicle has not escaped the notice of the anti-betting crusade. For the last two years the horses on the grand circuit have faced many vicissitudes. Sometimes betting was permitted, sometimes not, and where the interdiction was on, a paying gate was as rare as a two-minute trotter without the wind-shield.

Conditions Reversed.

Conditions were reversed in 1855. In that year the Democratic convention, nominating Fremont and Dayton, adopted this plank in its platform: