

HORSES OF FRANCE NOT DOOMED BY MOTOR CARS, SURVEY REVEALS

PARIS countries with large standing armies have been to so great an extent ousted by motor cars in being causing concern because of large cities that one is apt to conclude they are disappearing entirely. May our children's children have to go to a zoo or a circus to see them alive? In France and other European nevertheless, experts consider that



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British Golfers at Ryder Cup Matches



This picture, taken at the Worcester Country Club on the day of the famous Ryder Cup golf tournament between eight of the greatest British professional golfers and eight of America's best professionals, shows the British contestants just before the match. Bottom row, left to right—C. A. Whitcombe, H. B. Chase, General Chairman of the club's committee in charge of the matches; George Gadd, G. A. Philpot, Manager; Ted Ray, Captain; Arthur Havers; George Duncan. Rear, left to right—Herbert Jolly; Fred Robson; George X. Barnes, Worcester; Aubrey Bloomer. The picture is taken beside the three Dodge Brothers six cylinder sedans which were used to carry the visiting players to and from their hotel.

for certain tasks in war the horse has not yet been displaced. When the question of a general reduction in all ranks came up, the French General Staff strongly opposed any plan for an extensive reduction of the cavalry divisions. The spread of the motor car aroused the fear that breeding might be rendered unprofitable and that the Army Remount Department might in the future be unable to find the number of horses it needed annually. Government stud farms to supply the peace-time requirements would not solve the problem, it was said. Preparedness required that in the event of mobilization the Government should be able to requisition horses in large numbers from private owners.

The Automobile Gains. Some tables of statistics just published show that in France at least there is no present need for alarm. Despite the enormous rapidity with which the motor car has conquered the horse has held on. If one takes the first twenty-five years of the century one finds that in 1900 there were just under 3,000 cars registered in France while the number of horses in the same years was close to 3,000,000.

Twenty-five years later the cars numbered nearly 750,000 horses numbered about 20,000 less than in 1900. Figures tell this story:

1900	2,903,000	2,807
1910	3,198,000	53,662
1913	3,222,000	107,857
1920	2,675,000	217,127
1921	2,706,000	289,287
1922	2,778,000	363,157
1923	2,818,000	447,917
1924	2,859,000	574,937
1925	2,880,000	721,307

One wishing to analyze the position must take into consideration the fact that, whereas the horse was a long-established commodity at the starting point of the table, and had, therefore, very nearly reached its maximum output, the automobile business was in its infancy. That the automobile's development and consequent numerical increase should have been far greater than that of the horse is only natural.

often still prefer it to more modern means of locomotion. The French peasant is conservative. Also, the system of small holdings by farmers is not conducive to mechanical progress. With only a few acres to plough the tractor does not pay. The Government does all in its power to encourage the development of stud farming, which is supported as well by various private societies.

Mrs. Mary Watson of Deptford Eng., who gave birth to quadruplets, is receiving contributions from all parts of the country.

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