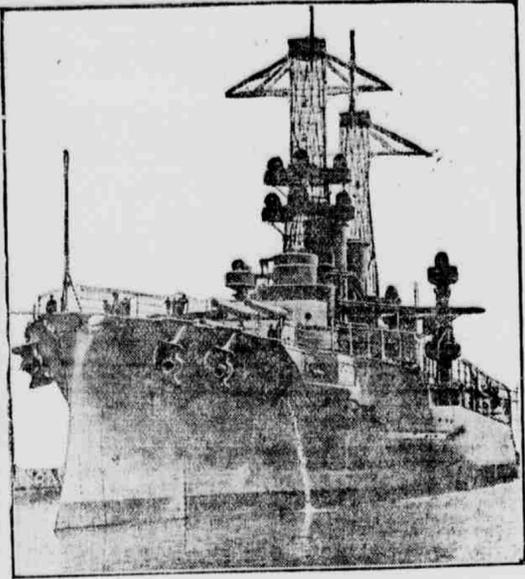
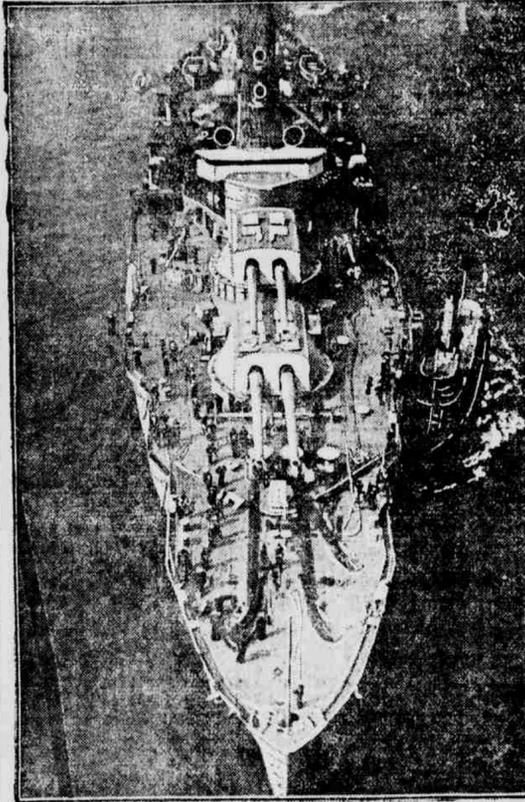


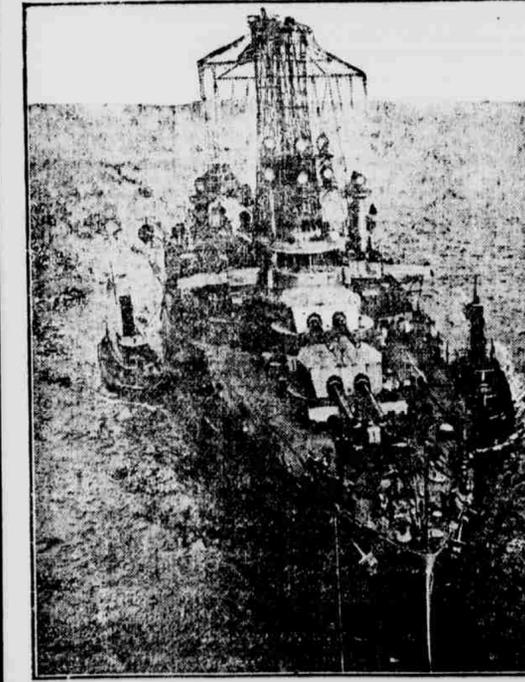
SOME of the UNITED STATES FIGHTING CRAFT IN MEXICAN WATERS.



Arkansas a Formidable Battleship. CAPTAIN ROY C. SMITH is in command of the Arkansas of the First Division of the Atlantic fleet. She is a sister ship of the Wyoming. She has thirty-three guns, 26,000 tons, 28,000 horsepower and a four screw equipment. She is used as Badger's flagship when the Wyoming is laid up for repairs.



Latest Striking Photo of Texas. HERE is shown the Texas, one of the latest additions to the United States navy. The photograph was taken as she passed under the Brooklyn bridge. She and her sister ship, New York, are the most formidable craft in the navy. The Texas carries ten fourteen-inch guns.



Florida, Flagship of Rear Admiral Fletcher. BATTLESHIP of the first line with twenty-six guns, of 21,285 tons, 28,000 horsepower, the Florida is in Mexican waters as the flagship of Rear Admiral Fletcher, commanding the First Division of the Atlantic fleet.

MEXICO TROUBLE INCREASES PERIL OF "YELLOWJACK"

But Surgeon-General Blue Has the Situation in Hand—Erecting Barriers against the Scourge of the Tropics.

Washington, May 16.—Surgeon-General Blue, head of the public health and marine hospital service, has worked out a plan for protecting the soldiers of the United States against those scourges of the tropics, typhoid and yellow fever. While the troubles in Mexico are the direct cause of the health campaign the various ports of the United States are being safeguarded.

During the early part of the last week the public health service, acting under the orders of the surgeon-general, sent a staff of 25 surgeons to the quarantine station below the city of New Orleans to increase the medical staff which was caring for the American refugees at that port.

Elaborate plans against an invasion of our shore by "yellow jack" were prompted by sad experience in the past. Twenty years ago the southern States were annually ravaged by epidemics of yellow fever, which carried off hundreds. For years the source of the disease itself was a mystery and not until shortly before the Spanish-American War was it found that Havana, Cuba, was the principal breeding place of the fever.

THE ORIGINAL PLAGUE SPOT.

Havana was a plague spot for yellow fever, and persons inoculated with the disease trooped into the United States through the ports and New Orleans, Galveston, Tampa, Key West and Charleston without the slightest sanitary or quarantine restrictions. Epidemics of yellow fever were the inevitable result, and not until this fact was discovered did yellow fever and in the South.

To-day no refugee or individual of any class, unless properly certified, can enter an American port without undergoing a quarantine inspection that ends six days after he left the Cuban port.

The public health service has a "black list" on which are designated the "safe" and "unsafe" ports of Central and South America. Some of the most famous cities of South America are marked as "unsafe."

The outbreak of trouble in Mexico has called for redoubled efforts on the part of the American sanitary forces. Thousands of refugees are streaming out from the swampy coast cities and from the interior. The arrival of every vessel from this section of the world is carefully noted, and if it has been six days at sea, in the journey from the southern port to the port of entry in the United States, with no cases of fever reported, its passengers are allowed to enter, subject merely to the ordinary immigration laws.

The Mexican trouble has had the result of centering the forces of the marine hospital and public health service at New Orleans chiefly because this is being made the principal destination of ships carrying refugees from Mexico.

The quarantine station of the sanitary forces of the United States goes into operation against American ports on April 1 each year.

THE SANITARY BLACK LIST.

Under ordinary circumstances the service cares for incoming steamboat passengers from the blacklisted South and Central American ports at a government quarantine station at New Orleans, but the overwhelming number of refugees who have poured in through the Mississippi delta since Admiral Mayo demanded a salute for the flag have taxed the forces at the command of the government surgeons.

Most of the vessels from American ports reach New Orleans in three days, and therefore it is necessary to detain all passengers three more days to fill out the six day time limit. So crowded has become the quarantine station down the river from New Orleans hotels have been requisitioned by the government to care for those under detention. To the negroes, who have been accustomed to toil and hardship all their lives, this is a great luxury.

They are attended by maids and servants and introduced to hotel cooking in America. Their wants are carefully looked after by the government for the three days' detention and then they are turned over to the representatives of the big oil companies which employed them in Mexico.

The American refugees, of course, fret and fume over the delay, but there is no help for it. The government surgeons practically place the refugees under arrest for the three days, but after that they are discharged from surveillance.

That is what the government is doing at New Orleans, and the same work is being done at all southern ports.

Ports as far north as Newport News, Baltimore, Philadelphia and New York do not require special precautions, as the ships take six days to make the trip and the fever is sure to break out in that time if anyone has been inoculated.

While the work of prevention goes on at the ports of the United States the service,

CAPTAIN J. L. JAYNE.



Photo by American Press Association. Captain Joseph L. Jayne is in command of the battleship New Jersey of the Third Division of the Atlantic fleet. The New Jersey is a second line battleship and carries twenty-four guns.

BROTHER OF QUEEN CITY POLICEMAN IS AT VERA CRUZ

A letter from a soldier in Vera Cruz has just been received in this city which is of interest at the present time in view of this country's relations with Mexico. The writer of the letter is Peter N. Fisher, a Burlington boy, formerly living at 39 Spring street. He is a brother of Victor Fisher of the police force. He enlisted in the regular army at Fort Ethan Allen with the Eleventh cavalry, served three years to an honorable discharge and re-enlisted in the Fourth infantry. He has been at several army posts in the country since his last enlistment and the last one was at Galveston, Texas, from where his regiment was ordered to Vera Cruz, the 24th of April. The letter written home is franked as soldier's mail.

The letter reads as follows: "In the field, April 29, 1914. Dear brother and sister: I thought I'd write you a few lines to let you know that we are in Mexico at last. We are camping in Vera Cruz city. We left Galveston on the 24th and arrived on the 25th. We have not had any trouble yet. We are waiting for the rest of the division to land here and we expect to have about 10,000 soldiers and marines here by next week. Well, Vie, I call it pretty quiet here at present. All the Mexican soldiers left the city and took to the hills, but it isn't safe for any of us walking around town alone. There have been five marines killed since we have been here. They got on top of the houses to shoot at us but I don't think there will be much trouble for a while. We have flying machines going over them on the hills and they have discovered about 5,000 Mexican soldiers waiting for us to try to get through to Mexico City, but I don't think we'll have much trouble. Well, Vie, this is about all I can tell you about the war now but I might be able to tell you more next time. I am sending this letter without stamp because they are going to stamp them in the U. S. when they get there. We have stamps here but we cannot use them. Well, good bye. Give my regards to all. From your brother, PETER N. FISHER, Company K, 4th Infantry, Vera Cruz, Mexico.

also, has its men in Mexico. There is Guitierrez at Vera Cruz and Badger at Tampico. These men are the yellow fever experts of the service, the very cream of its medical talent. Both Guitierrez and Von Emdorf have made a study for years of the peculiarities of yellow fever, and both have been for a long time, totally immune. Under their inspection pass the American refugees who leave the two ports. The two experts are in daily touch with the public health service, and it is their business to inspect conditions closely at Vera Cruz and Tampico, and to report, eventually, if it will be advisable to lift the sanitary ban at these places.

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Free Press Printing Co., Burlington, Vt.

U. S. ARMY FACES A BIG PROBLEM IN CAVALRY MOUNTS

Supply Is Inadequate and War Department Is Working Hard to Meet the New Demand.

Fort Reno, Okla., May 10.—The cavalry division of the United States army is practically on foot. A month ago there was a shortage of 2,000 horses of the desired type for this branch of the service. Orders from the war department have been received at the Fort Reno remount depot for the immediate purchase of 1,200 horses for service in Mexico. There were only 700 head on hand at the depot, which compels Capt. William S. Valentine, the commandant, to enter the open market for raw, undisciplined horses, which will have to be trained in the field, a handicap which this remount depot was intended to overcome.

Difficulties are added to the situation by the fact that the light type of horse for cavalry service is rapidly disappearing in this country. In time of peace the horse equipment of the army is about 30,000, supplied at the rate of 2,000 a year. A war footing would jump the number to 50,000, to be followed by a complete new issue every six months, or a consumption of from 100,000 to 150,000 horses a year.

WHY NATION IS SHORT OF CAVALRY HORSES.

At the beginning of the Civil War no cavalry in the world were better mounted than ours, but in the last forty-five years the breeding of draft horses has practically displaced the breeding of light type, and during the Boer war England practically stripped the United States of cavalry horses. Besides, the automobile has been unfriendly to the saddle type of horses by curtailing the product.

Several years ago Congress sanctioned the use of abandoned military posts as remount depots where horses of the preferred type, bought in the open market, could be trained for the different branches of army service. The first remount depot was established at Fort Reno in 1908. Later similar depots were established at Fort Keogh, Mont., and Front Royal, Va.

The depot at Fort Reno is the largest. It embraces 10,000 acres of fertile land. The old barracks were changed into stables and new stables were built, until the present capacity of the depot is 1,200 horses, which may be greatly increased if necessary. There are sixteen pastures of 100 acres each, equipped with windmills, pumps and shelter sheds.

The veterinary hospital is said to be the most perfectly equipped institution of the kind in this country. If not in the world. Every approved phase of modern veterinary science has been utilized. A depot farm of 2,000 acres is cultivated each season, the principal crops being alfalfa, kafir and hay. The hay is cut and stored in sheds, each having a capacity of 5,000 acres.

FAVOR UNTRAINED THREE-YEAR-OLDS.

Horses are bought in the open market, the youngest being three years old. Always, however, there is a shortage of horses, though buyers are traveling constantly in sections where the light type horse is found. Preferably untrained horses are bought. They are ready for service when four years old.

Few or fifty experienced men, mostly farmers and former cowboys, are employed in "gentling" the horses. The purpose is not to train them in military evolution; this is done after the horses reach the different troops and regiments.

The gentling consists in rein-checking the horse, teaching it to obey implicitly when commanded to move or to stand still, and to be mounted from behind or from either side. Harshness or cruelty in any form is strictly forbidden, and trainers are discharged for violation of this rule. There is no bronco busting.

The trainers are hardy, patient men, and they handle their horses as they would a child. Most horses respond quickly to this method and show much affection for the trainers. The trainers at the start were mostly civilians; now enlisted men are doing the work. A hospital and a comfortable living place are provided for them.

AID FROM BELMONT AND CASSATT.

But these remount depots have not solved the problem of the remount. The right type of horse must be bred. In European countries, especially Prussia, they breed horses for army purposes, but Congress has not yet consented to establishing a breeding farm.

August Belmont and E. B. Cassatt sent a number of their famous thoroughbred stallions to Front Royal for free service. Mr. Belmont's offerings being Henry of Navarre and Octagon. The government has options on the colts when three years old, the price to be fixed by a committee.

Meanwhile the shortage continues and is increasing.

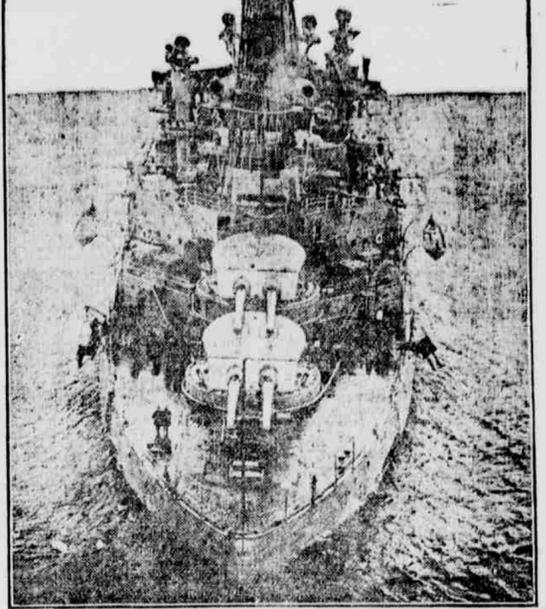


Photo by American Press Association. Michigan, Showing Ten-Inch Guns. THE Michigan has eight ten-inch guns in her main battery. She is in the Second Division of the Atlantic fleet. She is commanded by Captain Albert Niblack. She is of 16,000 tons, 16,500 horsepower and has twin screws. Her sister ship is the South Carolina.

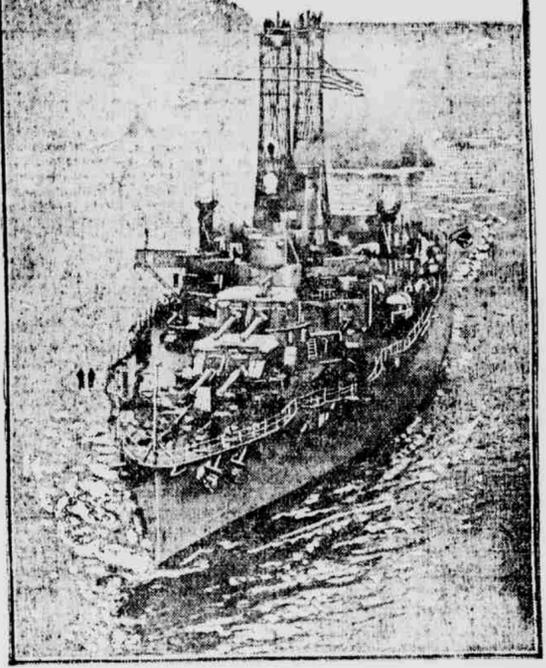


Photo by American Press Association. Wyoming, Badger's Great Flagship. THE Wyoming has thirty-three guns. She is of 26,000 tons, 28,000 horsepower and has four screws. She is the official flagship of Rear Admiral Charles J. Badger, commander in chief of the Atlantic fleet sent to Mexico.

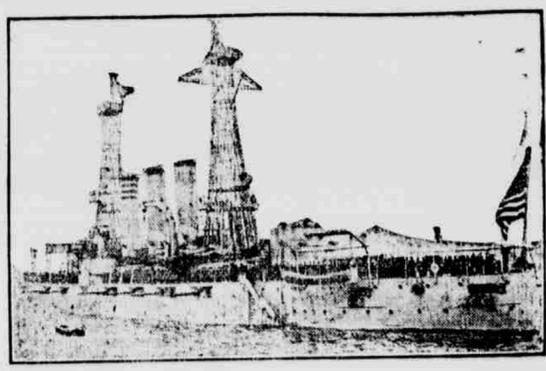


Photo by American Press Association. Georgia of the Atlantic Fleet. THE Georgia, attached to Third Division, Atlantic fleet, carries twenty-four guns, is of 19,948 tons, 19,000 horsepower and is equipped with twin screws. Her commander is Captain Robert E. Countz.

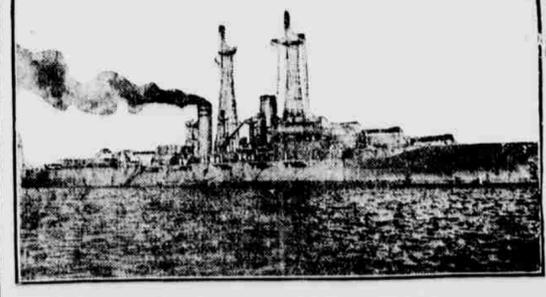


Photo by American Press Association. North Dakota of Atlantic Fleet. THE North Dakota is commanded by Captain Charles F. Plunkett. She is a first line battleship of the First Division of the Atlantic fleet. She is of 20,000 tons, 25,000 horsepower and has twin screws.

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