

A MODEL DAIRY FARM.

High Grade Butter Made at Kansas Agricultural College.

Who wouldn't sell cream if he did not have to deliver it? The Kansas State Agricultural College dairy, Manhattan, Kan., needs more cream than it can get from its dairy herd and has taken this method to go out into the highways and hedges and hunt it up.

The cream collecting is done with an automobile dairy wagon, which per-



Photo by Kansas Agricultural college.

AUTO DAIRY WAGON.

mits of covering a large territory in a short space of time. The farmers who live in the vicinity of the Manhattan are paid Elgin prices at their own doors. The college can well afford to pay this price, as it gets 2 cents above the market price for the best creamery butter and sells between 800 and 900 pounds a week at that price.

Hog Notes.

Shade and protection make the feed go further. Feeds rich in protein are necessary for the brood sow. An occasional feed of oats will be valuable for the brood sow. Two litters of pigs a year is about what the best sows will do. Alfalfa is a great feed for the brood sow in summer and winter.

The Farmer's Mainstay.

The draft horse is still the mainstay of the farmer and the hauler of freight in cities. He promises to remain so because he is cheaper, more efficient and more reliable than any other power.

THE VETERINARY

Worms in Hogs.

Every morning for five successive days a week for two weeks dissolve in slop half a pound of dried sulphate of iron (copperas) for each hundred pigs. Clean up, disinfect and whitewash pens. See that hogs get pure drinking water and are kept away from old contaminated ponds and wallows. The iron cannot safely be given to pregnant sows.

Hidebound Horses.

A horse that is hidebound will be benefited if given a little oilmeal (linseed meal). This must be begun in doses of not more than a tablespoonful at a feed and gradually increased to nearly a pint with the other food three times per day.

Tobacco For Sheep.

Joseph E. Wing says that the great thing in tobacco for ewes and lambs. It won't hurt the old ram to have his chew also. Every ewe and lamb and ram on Woodland farm has all the tobacco it wants every day. Cheap, damaged tobacco is bought and fed sprinkled well with salt. The lambs soon learn to love it. Experience of Dr. Miller last year showed that this would keep lambs healthy. More, it will clean out the worms that may already be in them.

Indigestion in Pigs.

Stop feeding corn and oats. Allow the pigs their liberty on grass. Feed a light slop of milk, middlings, bran and a very little cornmeal and flaxseed meal. Add linewater at the rate of one ounce per quart at each meal until the pigs are doing well, then give it once daily. See that the slop barrel and feeding troughs are kept scrupulously clean. When the pigs are well corn may be lightly fed.

Kidney Worms in Swine.

For kidney worms in hogs take one tablespoonful of spirits of turpentine and put it in the slop and get them to drink it. One dose will cure nine times out of ten.

Tonic For Rundown Cows.

Powdered sulphate of iron, two ounces; saltpeter, two ounces; nuxvomica, one ounce; dose, a heaping teaspoonful in feed three times a day.

Dog Distemper.

Give the dog ten drops of fluid extract of nuxvomica and twenty drops of fluid extract of ergot three times a day.

The Mexican Flag.

The Mexican flag, whose colors are white, green and red, representing religious purity, unity and independence, had its origin in what are styled the "three guarantees," which were the principal clauses of the "Plan of Iguala," published February 24, 1820, by Agustin de Iturbide, afterward Emperor of Mexico.

Lend a hand to your down-and-out pal, not because you've a hunch that you yourself will be down and out some day, but—Just because!

OHIO EDUCATOR IS DEAD

FORMER HEAD OF WOOSTER SUC-CUMBS TO PNEUMONIA.

Dr. Scovel Stood High Not Only as a Teacher and Lecturer but as a Preacher.

Wooster, O., Nov. 30.—Sylvester F. Scovel, D. D., LL. D. former president of the University of Wooster, is dead at his home in this city. Pneumonia was the cause of death, after an illness of four days.

Doctor Scovel was born in Harrison county, O., December 29, 1835, a son of Rev. Sylvester Scovel, a native of Connecticut. Doctor Scovel graduated from Hanover college (Indiana) with the class of 1853, and from the New Albany Theological seminary in 1857. He was licensed by the presbytery of New Albany and ordained by the same presbytery October 28, 1857. From the latter year until December, 1860, he served as pastor of the Jeffersonville (Ind.) church and from 1860 until January, 1866, at Springfield, O. In 1866 he was called to the First Presbyterian church of Pittsburg, Pa., where he remained until October 1, 1883, when he accepted the presidency of the University of Wooster. Rev. Scovel held the position until ten years ago when he resigned and was succeeded by Rev. L. F. Holden, D. D. Rev. Mr. Scovel, though, still remained with the institution holding the Hoge chair of morals and sociology. Doctor Scovel stood high not only as a teacher and lecturer, but as a preacher was eloquent, earnest and convincing and was regarded as one of the most able divines in the Presbyterian church. He was a member of the Presbyterian general council which met in Philadelphia in 1880 and read a paper on "Presbyterianism in Relation to Civil and Religious Liberty." During the last few years he took the greatest interest in the movement for international peace and at the recent convention in Philadelphia, was elected president of the American branch of the society.

HOLDS COURT ON THE TRAIN

Judge Hears Evidence in \$200,000 Will Contest as Cars Speed Between Towns.

Monticello, N. Y., Nov. 30.—Passengers on a train between Port Jervis and Binghamton were treated to an odd scene when W. L. Thornton, judge and surrogate of Sullivan county, held surrogate's court as the train was speeding on its way. Judge Thornton had made arrangements to hear the protested will case of the late George W. Gould of Long Eddy, and when he was called suddenly to Binghamton he decided to hold court on board the train. Accordingly the Gould heirs and their attorneys joined him at Port Jervis and by the time the train had left the station the party was in the midst of the proceedings. Judge Thornton promised to give a decision within two weeks. The value of the estate is about \$200,000.

RECOGNIZES VALUABLE GEMS

Woman Says Necklaces Sold in Paris Originally Belonged to Princess Louise.

New York, Nov. 30.—The mysterious owner of the magnificent diamond and pearl necklaces, which were sold for \$247,200 at a recent auction in Paris is no other than the Princess Louise, the "mad" daughter of the late King Leopold of Belgium, according to a statement of Mrs. George S. Wilkins of Vienna and New York. Mrs. Wilkins says that before her marriage she was the Baroness Von Groyss. "As soon as I saw the photograph of the gems," said Mrs. Wilkins, "I recognized them as the same as Princess Louise wore at the court balls in Vienna ten years ago."

RECIPROCITY WITH CANADA

Favorable Progress is Being Made on All Sides, According to State Department.

Washington, Nov. 30.—Unofficial announcement was made at the state department that the negotiations looking to a reciprocity treaty with Canada, which have come to a temporary halt, will be resumed in Washington early in January. The present delay in the negotiations is due to the necessity for consultations as well for the compilation of figures which are demanded at this stage of the negotiations. It was said at the state department that favorable progress is being made on all sides.

Professor Has Druggist Arrested.

Oxford, O., Nov. 30.—Dr. H. M. Moore, druggist and vice president of the Farmers State & Savings bank, was arrested on a warrant sworn out by Dr. Guy P. Benton, president of Miami university, charging Doctor Moore with selling liquor in violation of the law. It is charged that Doctor Moore sold liquor which was consumed at a card party held by five students in the college dormitory.

Harmon's Plurality 100,377.

Columbus, O., Nov. 30.—Out of a total official vote of 932,262, Governor Harmon was re-elected by the official plurality of 100,377. The total vote this year fell 204,263 below that of two years ago when it was 1,136,525 in a presidential year.

Sell Best at Easter and Christmas.

A Brooklynite who has been visiting in England stopped at a picture shop in a small town and glancing with idle admiration at an engraving of Prosperine rising out of Hades remarked to the proprietor that it was quite pretty. "Yes, madam," he replied, "so it is, but I always find these religious subjects sell best at Easter and Christmas."—Brooklyn Eagle.

Success is a long and steep hill up on which there are no resting places.

SPLENDID NEW MANAGEMENT PUTS ERIE TO THE FRONT

New Life Has Been Infused Into The Line, Great Improvements in Equipment and Magnificent Showing Made in Both Passenger and Freight Traffic.

In the history of the Erie—and more than any other American line the Erie has a history—the reorganization of 1895 stands as a dividing line between the new and the old. The "old" was the time of Jay Gould and Jim Fiske et al., who used to carry the offices of the road around in their pockets, and of old Dan Drew, whose printing-presses used to be run over-time turning out uncounted reams of stock. The "new" is the time of the sober operation of the company by a group of highly efficient traffic men, handicapped, it is true, by their legacy of mismanagement and overcapitalization, but striving with all the power that is in them to make their great property what it ought to be.

When the present management came in a few years after the reorganization, it was a tremendous task with which they found themselves faced. On its record, people had no faith in the Erie. Its credit was gone. Its equipment and its road-bed were in lamentable condition. Worse than that the new management soon enough came to find how difficult was economical operation of a line whose rails had been laid along the route offering the largest subscriptions instead of the least, grade resistance. To build the necessary cut-offs, and to eliminate the killing grades on this up-hill and down-dale route was possibly enough but required money—lots of it. That the company did not have and could not borrow, capitalization and capital are two mighty different things. The company had plenty of the former, but lack of the latter on more than one occasion during those early years of the reorganization came perilously near sending the whole property back into bankruptcy.

As lately as only three years ago, indeed, lack of working capital came near bringing to naught all that the new management has done for the property and throwing it into receiver's hands. The panic bit the Erie particularly hard. Gross earnings fell off tremendously while expenses increased. Between that upper and nether millstone, net revenues, which had been \$11,000,000 in 1907, fell off to \$10,277,000 in 1908. With a big issue of short-term notes coming due, it looked very squarely for a time. But at the very moment of danger, strong financial interests stepped in and provided the necessary cash.

How well justified they were in their judgment, that the road ought to be pulled through is seen in the remarkable earnings shown since that time. Probably there is not another road in the country that can show so complete a right-about-face in condition and outlook during the past couple of years as can the Erie. For the year ending June, 1908, there had been a deficit of \$2,200,000. During the next two years, however, gross earnings were so increased and expenses were so cut down that instead of a deficit the road had a surplus of \$2,566,000. And during the next fiscal year, ending June, 1910, the recovery was carried still further. Gross earnings reached the surprising total of \$54,866,000, while operating expenses were only very slightly increased. The result was that total net income exceeded twenty million dollars as against less than twelve million in 1908, and that the year's operations ended in the addition to surplus of the tidy sum of \$5,069,457.

By such a demonstration of earning power during a time when all was gloom and gloom was being piled upon the question is squarely raised as to whether the Erie has not turned a corner and entered a new phase in its existence. Handicapped it is true, have been its managers by the lack of working capital, but by stripping clean every bone and making every dollar do one hundred cents' worth of work, that difficulty has been largely overcome and improvements effected which, under the circumstances, are little short of marvelous. Judging from the way earnings have been running during the past few years, the back of the difficulty has been broken, and what has been done for the property is about to bear fruit.

In deciding whether or not that is so, there must be continually kept in mind the fact that there are, so to speak, two Eries—the physical Erie, whose strides forward during the past couple of years are recognized throughout the railroad world; and the financial Erie, which still remains a serious handicap to every member of the operating staff from the top to the bottom.

Considering first the physical Erie, a glance at what has been done during the past few years, in the way of building cut-offs and bringing about grade reductions, is all that is necessary to see how alive the management is to the necessity of striking at the very root of the difficulty by which they have been all along beset. Competition on seven terms with such roads as New York Central and Lehigh Valley, it was realized, was impossible as long as such grades as existed at several places on the main line remained to block traffic and increase expenses. On the direct line from New York to Buffalo some of these grades ran as high as one and one-half per cent. The most powerful Mallet locomotives ever built were necessary to haul coal-trains over the hills at Port Jervis and Susquehanna, and at that less than fifty cars per train could be handled. To eliminate these grades, or at least to reduce them to something like an equality with grades on competitive lines, was a tremendous undertaking. In one which the management realized from the start was the sine qua non for successful operation of the property. The work, therefore, was undertaken with a will; and while much still remains to be done, some really remarkable results have already been achieved.

Most important of these great great works, perhaps, is the Gurnard cut-off, which leaves the main line halfway between Middletown and Port Jervis and reaches the Newburgh branch at High Falls. Piercing the mountains at one point with a mile-long tunnel, and built according to the most modern ideas, this piece of double-track road is making a big difference in Erie's operations. Eastbound its grade is 2-10 per cent, as against 1.26 per cent. on the main line; westbound it is 1-10 per cent, as against a former grade of 1.12 per cent. As a result of this grade reduction, the east-bound train-load has been increased from 2,000 tons to 3,720 tons, and the westbound train-load from 1,000 tons to 1,500 tons. To put it differently, where the former limit was fifty cars to a train, eighty-five and ninety car trains are now possible. The same sort of thing has been accomplished by the building of the Genesee cut-off in the western part of the State, where the so-called Cuba Hill Summit and the Tip Top, long an effective bar to economical operation, have been eliminated. Study of the figures here again shows how the cutting out of these impossible grades has jumped the train-load. By the completion of this bit of line, indeed, a big step forward is made in the main Erie project, for a low-grade line across the state and, eventually, into Chicago.

Mention of the big improvement works accomplished during the past few years is bound to include the cut through Bergen Hill, just outside of Jersey City, by which terminal facilities have been so immensely improved. Whereas formerly both the freight and passenger traffic of the entire system had to be put through the tunnel, with the inevitable result of frequent congestion, passenger traffic now goes through the open cut. That leaves the tunnel for freight traffic and has already made a very great difference in the cost of handling business at the terminal.

By reason of the putting into operation of these various improvements, the Erie has lately been showing some operating results necessitating a good deal of revision of ideas formed during the old days of waste and inefficiency. The way in which the train-load (the average number of tons of freight in each train) has been increasing is perhaps the plainest evidence of how the new improvements are affecting operation. Five years ago, Erie's train load was 412 tons. For the year ending June, 1909, it was 469 tons, and for last year 495 tons—greater than Delaware and Hudson's or New York Central's trainload, and almost up to the standard set by Lehigh Valley and Lackawanna. When it is considered how much less Erie's traffic density is than that of these other roads, this improvement is all the more remarkable. There seems to be good ground for the management's belief that eventually Erie will be bringing 3,500-ton trains unbroken from its western terminus into Jersey City.

Another important result of the physical improvement is effected in the greater punctuality of trains, both passenger and freight. The comic papers used to give a lot of space to the Erie commuter and his troubles, but all that is a thing of the past—the Public Service records show a smaller percentage of delayed trains on that road than on any other coming into Jersey City. Last June of the two hundred and eighty-five fast freights operated, just four failed to make connections or arrive on time. Efficiency of operation of that sort is what accounts for such a fact as that the Erie is handling over three-quarters of the fruit traffic between New York and Chicago. Such business exacts superior service.

In a number of other ways it might be shown how the money which has been spent on Erie during the past few years has resulted in increased efficiency of operation but enough has been said to suggest the solid character of the improvement which has been going on. By every one who has studied the property it is recognized and admitted. Regarding the future of Erie there is no question, from a traffic standpoint of the ability of the present management to build the road up to a high state of efficiency. The question, if there is any, is strictly as to the money side of the proposition.

Admitting that with credit not of the best and with but a slender surplus, Erie is nearing the time when heavy obligations fall due, it is hard to see any real ground for uneasiness. Early in 1908 when the road was very much in need of money, capital to finance its requirements was forthcoming even in spite of the deplorable state of earnings. Since then, as has been shown, conditions have entirely changed, but an efficiency of operation developed which speaks well of the road's future earning power. If, when things were as black as they were in 1908, the road was able to finance its requirements, how much better able will it be, under present conditions, to raise whatever money it may need.

And as to the long-range view, it is to be noted that completion of the Gurnard and Genesee cut-offs and of the Bergen cut, disposes pretty well of those undertakings which have been making such heavy demands on Erie's available capital supply. A good deal of money could still be profitably spent on the property, but as it stands now the plant is of sufficient capacity and in good enough working order to enable it to work along for a good while without more money being spent on it.

The future seems to be largely a question of the maintenance of earnings. If the Erie can go on for a while earning at the present rate, there is no reason why the property

THE STROUSS-HIRSHBERG CO. It's going to pay you to come to Youngstown to do your holiday shopping. And it will pay you best, when in Youngstown to shop at The Strauss-Hirshberg Co. Here are some condensed suggestions—FURS, COATS, WAISTS, HANDKERCHIEFS, GLOVES, RUGS, JEWELRY, HOSIERY, CURTAINS. IF YOU BUY IT AT THE STROUSS-HIRSHBERG CO. 132-136 W. FED. IT'S ALWAYS GOOD YOUNGSTOWN, O.

We Solicit Your Charge Account For One Week We Offer Very Extraordinary Values IN FINE Tailor Made Suits AT \$10.95 \$14.75 \$19.75 \$24.75 Values up to \$20.00. Values up to \$27.50. Valued up to \$40.00. Values up to \$47.50. YOUNGSTOWN, OHIO Siegel's 122 W. FEDERAL ST.

should not be developed to a higher and higher state of efficiency. To get the most out of the road as it stands, a good deal of money will have to be spent on it, but present earnings are sufficient to take care of that. And, of course, with things as they are going along now, the road's credit is getting better all the time. Will earnings continue at the present rate? That depends largely on the general state of business. But it depends, too, on the solidity of the progress which the road has made. With its greatly increased efficiency of operation, Erie can today earn a great deal more net out of a given amount of gross than it could have carried before the corner was turned.—Franklin Escher in "Harpers Weekly."

LEGAL NOTICE. State of Ohio, Mahoning County, ss. In the Court of Common Pleas Margaret Mort, Plaintiff, vs George W. Mort, Defendant. The defendant, George W. Mort, whose present residence and whereabouts are unknown, and cannot, with reasonable diligence be ascertained, will take notice that the plaintiff, Margaret Mort, has commenced an action in the Court of Common Pleas of Mahoning County, Ohio, against said defendant, by filing her petition in said Court, on November 7th, A. D. 1910, in which she prays for a divorce and custody of their minor children, upon the grounds of habitual drunkenness, extreme cruelty and gross neglect of duty; that said cause will be for hearing on and after six weeks and a day from the first publication hereof.

LEGAL NOTICE. State of Ohio, Mahoning County, ss.—In the Court of Common Pleas, Caroline Burns, Plaintiff, vs Michael Burns, Defendant. The defendant, Michael Burns, whose present residence and whereabouts are unknown, but whose last known post office address was Chillicothe, Illinois, will take notice that the plaintiff, Caroline Burns, has commenced an action in the Court of Common Pleas of Mahoning County, Ohio, the same being known as cause No. 2077, in which she prays for a divorce and custody of their minor child upon the grounds of adultery and gross neglect of duty. That said cause will be for hearing on and after six weeks and a day from the first publication hereof. CAROLINE BURNS, W. H. Stewart, att'y for plaintiff.

Eye Glasses for Christmas Fred B. Rebman Neurologist and Eye Specialist. 102 Stambaugh Bldg. Central Square. Both Phones 15 Years in Youngstown. No Drugs or Medicines Used. NINETEENTH ANNUAL STATEMENT of M. L. McCracken's Loan Agency YOUNGSTOWN, OHIO Loans on Youngstown city property Dec. 1, 1909, \$287,468.12 Loans on Youngstown city property Dec. 1, 1910, \$341,065.60 In case you are looking for a safe place to loan your money, WHERE YOU CAN GET SIX PER CENT. INTEREST AND HOLD YOUR OWN SECURITIES, it will be to your interest to call and see me, as I represent more loans than any individual loan agent in Mahoning County. I NEVER LOST A DOLLAR FOR ANY ONE. M. L. McCracken REAL ESTATE, LOANS AND INSURANCE New Phone 1119 R. Office, Truesdale Block Favor the Dispatch with a trial order for Job Printing