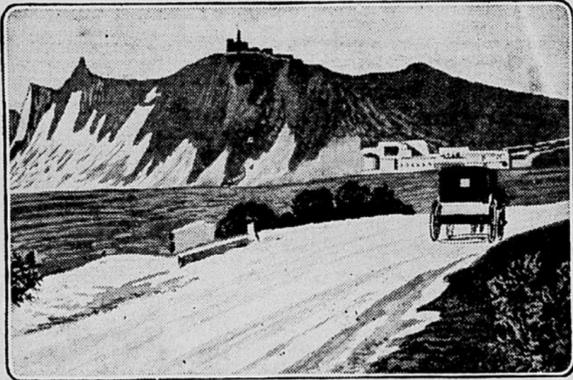


## Timely Correspondence from the Nations of the World

**The Smallest State in Europe.**  
The Italian republic of San Marino, situated on Monte Titano among the Apennines, took its rise in the sixth century of our era. The founder was a Dalmatian soldier named Marinus, who in the reign of Diocletian fled from Rome and retired with several companions to Monte Titano, where they carried on the trade of stonecutters. At the accession of Constantine, Marinus was ordained a priest, and his religious zeal led to his being styled saint during his life, and to his canonization after death. The birthday of Marinus is celebrated every year on September 3. The independence of the little state dates from the tenth century. The government of the republic consists of a grand council of 60 members, of whom 20 are nobles, 20 are burghers and 20 are rural proprietors. The center of government is in the palace, which, with the cathedral and the ancient citadel, is situated on the top of a mountain. On a lower spur rests the town of San Marino itself. Throughout the little territory, which is well cultivated, are several smaller boroughs. The supreme office is vested in two captains-regent, who hold the presidency of the senate and the administration of the country; one takes charge of the city, the other of the rural districts. In former times they were called consuls or gonfaloniers. The artillery of the state consists of two small mortars, which are used at elections and on holidays. From the six candidates for the supreme magistracy who obtain the highest vote, the captains-



MONTE TITANO, ON WHICH IS SITUATED THE CAPITAL OF SAN MARINO.

regent are chosen by lot before the high altar of the cathedral. When the two successful candidates have taken the oath in the great hall of the council, they are solemnly invested by their predecessors with the order of the Grand Cross of San Marino. The population is about 9,000. All citizens between the ages of 18 and 60 are liable for military service. There are uniforms, however (blue and white, the colors of the republic), only for a standing army of 60.

### Japanese Railways.

In 1870, when the government of Japan decided to construct a railroad connecting the old and the new capital—Kyoto and Tokyo—it accepted British assistance for the inauguration of the work. Although the project was devised to connect the capitals, the necessity for having railway communication between the present capital and its seaport, Yokohama, and also between the former capital and its seaport, Kobe, caused these two lines to be built before carrying out the plan for the main trunk line. The Satsuma rebellion, which broke out in 1876, caused a suspension of activity in railway construction, and it was not until 1890, 20 years after the inception of the plan, that the railway connecting the former and the present capital was opened for traffic.

These first lines were constructed and equipped by the British, and of course followed British standards throughout, and on the main island, where these roads are, no other type than that of the English engine was even thought of for many years. In Kiushu, the large island at the south, the first railroads were built about 1881, and in the Hokkaido, at the north, at nearly the same time, the Germans constructing and equipping the former, while the latter were in charge of American engineers, who procured all their supplies from the United States. Three standards of railway equipment were thus introduced into the empire, the British having the advantage of being first in the field and of being established in the island, which, both from its size and from its excluding nearly all the important commercial cities of the empire, would require much the greatest mileage.

There was no marked change in the conditions thus introduced into Japanese railway affairs, the standards of each nation continuing to predominate in the island where they were introduced until 1897, when 125 locomotives were ordered from America for the imperial and Nippon railways in the main island, the Nippon being the most important of the private railway companies. Since that time, the importation of English locomotives has never greatly exceeded that of American, and now more than 500 locomotives of American

manufacture are in daily use in Japan, where the entire number of all kinds is not far above 1,200. Considering the great advantage which England had at the start, this is a very good showing indeed, and it is especially creditable in view of the prejudices American manufacturers have had to overcome.

Of the private lines, the Kiushu and the Sanyo railways are next in importance to the Nippon, and these were the first after the Hokkaido order locomotives from America. A representative of the Sanyo railway stated that the principal reasons for preferring American engines are the lower price and shorter time required for filling orders. He added that, at first, the engineers being accustomed to the English locomotives, and not understanding the management of the American engine, found that the latter consumed more coal; but since the drivers have become accustomed to the use and treatment of the American locomotive, they find no material difference in this respect. The tire of the American locomotive has proved more durable, and they recognize advantages in the sight-feeding lubricator, the air valves for the cylinders, and the more comfortable driver's cabin. On the other hand, the boilers are more apt to leak than in the English engine.

On Kiushu island, about 50 German locomotives were supplied at first, but the use of the German engine in Japan practically stopped there, as very few have been brought from that country since, and the small volume of business they still hold in

this line is said to be due to the employment of German engineers at the government iron foundry at Wakamatsu. E. C. BELLOWS.

### German Bicycle Exports.

The German export of bicycles for the year 1900 was \$2,500,000. This figure is exceeded by the English export for the same year, which was \$2,570,000; and by the American export, which was \$3,070,000. Germany had, however, made a gain, for her exports in 1899 were but \$2,785,000, while the English were \$3,213,000 and the United States \$4,807,000. During the year 1901, Germany rose to the head of the list, with an export of \$2,927,000, while England came next with \$2,808,000, and the United States had only \$2,595,000. These figures include complete bicycles as well as parts. Of particular interest is the decline in the American export, which in 1898 amounted to \$7,150,000, or as much as the combined exports of England and Germany. The explanation of this decline is found in the strong restriction of the European market. In 1898, Europe took \$5,236,000 worth of bicycles from America; in 1901, only \$1,475,000, of which \$500,000 were taken by England and about the same amount by Germany. During the first six months of 1902, the German export shows a further gain, the total being \$2,332,000, or an increase of \$500,000 over the same period of 1901. Most of the countries of Europe are reported to have imported more German bicycles during the first six months of 1902 than either English or American wheels. J. F. MONAGHAN.

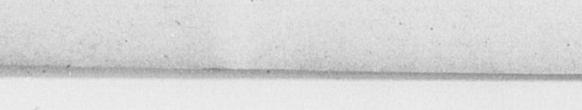
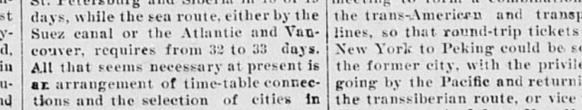
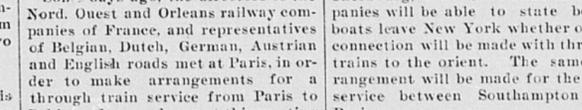
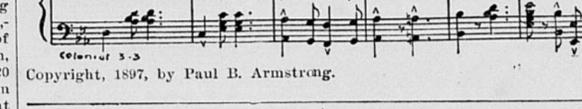
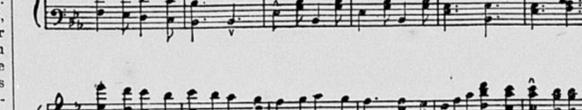
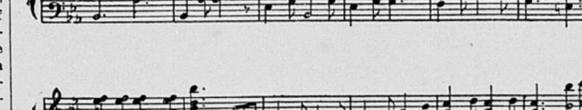
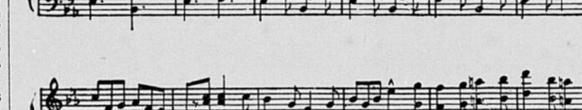
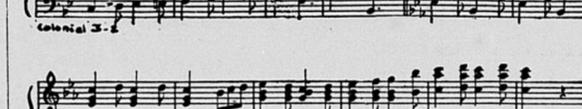
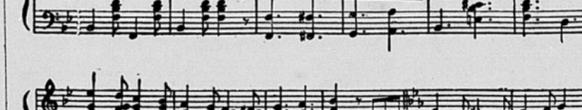
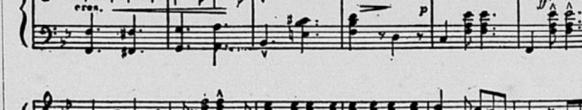
**Depression in British Shipbuilding.**  
The shipbuilding trade of Great Britain is comparatively stagnant this winter. The tonnage of merchant ships in course of construction within the kingdom is less than at any time since 1897. Then, the quantity of work on hand had for a long time been fluctuating between 600,000 and 800,000 tons. In the fall of that year an improvement began, which led up to a tonnage of 1,414,120 a year ago. There has since been a steady decline, to 1,000,714 tons at present. The regularity of the decrease—about 40,000 tons a month—is striking. Several thousand employes have been discharged from the shipyards during the last two months. F. W. MAJIN.

### Suicide and Civilization.

The prevalent belief that suicide is a product of the higher civilization is contradicted by the fact that in India suicides by opium are committed by the natives for the most trivial reasons, even children destroying themselves after being scolded, and wives because husbands complain of their dinners. There are no regulations for the sale of poison, and anybody can go into a bazaar and buy as much as he wants.

# THE COLONIAL TWO-STEP

WRITTEN BY PAUL B. ARMSTRONG.



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### Through Service from Paris to Peking.

Some days ago, the directors of the Nord, Ouest and Orleans railway companies of France, and representatives of Belgian, Dutch, German, Austrian and English roads met at Paris, in order to make arrangements for a through train service from Paris to Peking. It was shown at this meeting that the trip could be made by way of St. Petersburg and Siberia in 18 or 19 days, while the sea route, either by the Suez canal or the Atlantic and Vancouver, requires from 32 to 33 days. All that seems necessary at present is an arrangement of time-table connections and the selection of cities in which through tickets may be purchased. It is said that through tick-

ets will be delivered at both Havre and Cherbourg, and transatlantic companies will be able to state before boats leave New York whether or not connection will be made with through trains to the orient. The same arrangement will be made for the daily service between Southampton and Paris.

It was also decided at the recent meeting to form a combination with the trans-American and transpacific lines, so that round-trip tickets from New York to Peking could be sold at the former city, with the privilege of going by the Pacific and returning by the transiberian route, or vice versa. The time required from New York by either route is about the same.



## THE GOOD DIRT ROAD.

It Cannot Exist Where Surface and Subsurface Drainage Are Not Complete.

The first and most important essential for a good dirt road is thorough drainage. Drainage to be thorough must not only take off the surface water but also the sub-surface moisture.

To have a dry and solid surface on a dirt road there must be beneath the surface a subsoil that is not saturated with water. No matter how well the roadbed be graded up, unless ample provision is made for thoroughly and speedily draining out the subsurface moisture the road will become "muddy" after every heavy rain—if the rains continue such roads become impassable.

While open ditches at the sides of the road will carry off the surface water, they will not drain the roadbed speedily enough to prevent mud and preclude sponginess, the condition so wearying to draft animals and detrimental to heavy hauling.

To afford quick and effective drainage a line of six-inch tile should be laid in the center of the road below the reach of frost.

In the level land where the soil is loose and porous such a tile so laid in a graded roadbed would drain a track 40 feet wide. As open side ditches, constructed so as to give a continuous and unobstructed flow of water, will not only carry off the surface water but also aid in draining off subsurface moisture, the addition of the six-inch tile as here suggested will speedily and thoroughly drain the roadbed.

The distance which such a tile drain can be run without outlet will depend upon the lay and character of the land, varying from 30 to 60 rods. In very flat land, where not convenient to obtain frequent outlets, two six-inch tiles may be laid side and side of each other, which will permit a longer distance between outlets; but the outlets should be sufficiently numerous to rapidly drain out all subsurface water.

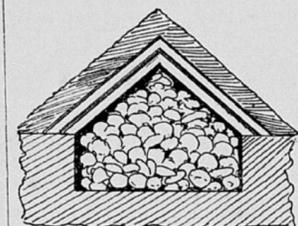
A roadbed cannot be thoroughly drained when the side ditches are so small that the water stands in pools or sink holes and only escapes by absorption or evaporation.

Where surface and subsurface drainage are complete, good dirt roads may be had. Where they are not good it is impossible to have good dirt roads.—Farmers' Voice.

## EXCELLENT ROOT PIT.

Its Designer Considers It Indispensable for the Successful Wintering of Root Crops.

Last winter my beets, turnips and carrots were for the first time preserved in a pit; results were wholly satisfactory. The root did not shrink and grow wilted as they will in a cellar that



DESIRABLE FORM OF ROOT PIT.

is too dry and warm. The pit was 2x4x8 feet. The roots were thrown in mixed just as happened, spaces between the roots being filled with the sandy subsoil. The sand filling does much to preserve firmness and quality. The heap was covered with three inches of straw, then a layer of boards, then more straw, and finally with six to eight inches of soil.—G. B. Fiske, in Farm and Home.

### Growing Onions Under Glass.

The Farm and Fireside says that there is a chance for profitable work in some sections growing the Prize-taker or other Spanish onions under glass, and selling the young plants by the hundred or by the thousand to those who want them to set out in the spring, and yet do not want to bother with a hotbed or have no greenhouses. This method of starting onion plants under glass and transplanting them seems to grow more popular each year, as it gets well-ripened onions into market much earlier than when they are grown from the seed, and the Spanish onions seem to be best adapted to that plan where they can hardly be grown out of doors.

### Care of Wagon Boxes.

It pays to have a good bottom in the wagon-box and it also pays to have a hired man who will not throw a chunk of rock salt or coal as large as a cook stove from a car into the wagon, breaking a hole in the bottom large enough to throw a cat through. A man who will do this ought to be made to furnish enough coal for one stove all winter. I am of the opinion that some kind of springs on the bolsters of the wagon would save the bottoms of the boxes, and I know that it is necessary to have a good plate on the side, where the front wheel cramps in turning. Neglecting this means a new box sometimes.—Midland Farmer.

## THE FARM ORCHARD.

Its Value Consists to a Large Extent in the Pleasant Sentiment Connected with It.

When we remember the old farm, there is nothing that comes to our mind bearing a greater sense of pleasure than the old orchard. It was the orchard that filled the air with perfume in the spring, thrilled us with promises in the summer, and kept its promises of good things in the fall. What stronger influence is there binding the sons and daughters of the farm to their old home? Every farmer that owns a farm and expects to live upon it in the future should have a family orchard. This orchard is not the one that is to supply apples and other fruit for market, but for the family only. The commercial orchard must contain only a few varieties of fruit, but the family orchard should contain a great many different kinds. It is desirable that the family have apples from midsummer to the next spring. A few trees of early family apples should be set out. Then others that ripen at the end of summer and in the early fall. More should be grown that will keep till midwinter, and some that will keep till the next spring. A great variety of fruit will prove pleasing to the family rather than a few kinds. Then, too, it is a matter of education to the younger members of the household, for the fruits and the lessons concerning them learned in childhood will never be forgotten. The grower should know the name of every fruit that grows on his grounds, and this will add to the interest the children show in the orchard. Lastly, the well-kept orchard will add immensely to the value of the farm, if it ever has to be sold. The value of such an orchard will not be estimated in the value of the amount of fruit it will produce, but to a large extent in the sentiment connected with it. The prospective buyer sees in the orchard not only so many bushels of apples, but he sees in it a certain element of pleasure to his family. He beholds in his mind's eye a mass of bloom in the spring, the waving of fruit-laden boughs in the summer, and the glistening of dew-brightened fruit in the fall. He is generally willing to pay something for these. By all means, create an orchard for the family.—Farmers' Review.

## TIMBER FOR POSTS.

The Trees Best Suited for This Purpose Are Red Cedar, White Cedar and Common Locust.

For five years the Vermont experiment station has been trying to raise the very best timber for fence posts on the most worthless soil from an agricultural standpoint, and it has had remarkable success. The three common trees, best suited for posts, are the red cedar, the white cedar and the common locust. Seedlings from nine varieties of trees, including the above, were planted in the driest tract of level sand plain east of Burlington, where the pitch pine is the only tree that makes a vigorous natural growth. Here the white pine did fairly well, but the locust far outstripped all others. Of several thousand seedlings set out last spring when less than a foot high, 92 per cent. are now alive and three feet or more in height, with vigorous tops. Twenty year old trees near by have a diameter averaging nine inches at the base of a clean shaft averaging 25 feet. Each of these trees will furnish three fence posts and some firewood. A thousand trees can be planted to the acre, and the seedlings cost only \$3.50 per thousand. The only source of trouble is the borer; this may be greatly reduced by planting occasional rows of white pine among the locusts. On the whole locust fence posts may be considered a very valuable product of otherwise worthless soil.

## POST DRAWING DEVICE.

Homemade Arrangement of Simple Construction Which is Sure to Give Satisfaction.

It is not a hard thing to pull up a post or big stake, as a general thing, if proper conveniences for the work are



HANDY FOR DRAWING PLAINS

at hand. The plan portrayed or itself. The iron may be kept square but the points shg post sharp. Hammer each i the lever enough to hold securely on the should have a nail, cleat slip off.—end so the iron hook wome. J. J. Jones, in Farm & Home.

### Buys Cows Very Operator

A Salem (Ore.) n for the devel has entered upon interest of his opment of the fever he finds a neighborhood. ho desires to pur-industrious fairiry herd, but who chases cows fapital, the creamery has not sufficiency cows and then man buys the farmer, taking a sells them; s plan has been pra-mortgage, y by creamery men, noticed prevompanies operating in ably has been found successful. Kansas.