

Table with columns: SPACE, 1W, 2W, 3W, 1M, 3M, 6M, 1Y. Rows: One inch, Two inches, Three inches, Four inches, Five inches, Six inches, Seven inches, Eight inches, Nine inches, Ten inches.

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A Question of Authorship.

George Fred Williams tells a story that has an application to present day politics. According to the story there was a debate in a colored club over the question: Resolved that when one hen lays an egg and another hen sets on the egg, the hen that laid the egg is the mother of the chicken.

This argument caused consternation in the ranks of the speakers on the negative, but the presiding officer was equal to the occasion. He rapped for order, and after searching his head answered: "Ducks are not before de house; chickens are de question; therefore I rules, the ducks out."

President Roosevelt has been hatching out policies which the democratic party originated, and it becomes a very interesting question "Who am de mother of the chicken?"

"Be a republican or a Democrat," says the Marion Register. "What is the use?" rejoins the Cedar Rapids Republican. "Under the new primary law it does not make much difference. The democrats can make the republican nomination and vice versa."

Bourke Cockran of New York was the commencement day orator at the University of Nebraska. "Socialism and Christian Education" was his subject and he declared, after saying the political and commercial standards of the country were undoubtedly lower than they were a generation or more ago, that a hopeful sign lay in the popularity of Theodore Roosevelt and William J. Bryan.

Potassium is a new explosive perfected in Monterey, Mexico, and first used with success upon the construction of a Mexican railroad branch with wonderful results, for it is pronounced safer, cheaper and more powerful than dynamite.

The Tama Herald says it is quite evident that Iowa's first primary under the new law will be a battle royal. With Allison and Cummins contending for the Senatorship, with a host of candidates for every other elective position in the state, the republican party in Iowa will have the fight of its life on its hands.

The Chicago Chronicle, owned and controlled by John R. Walsh, gave up the ghost with its edition of Friday morning. The reason assigned for its suspension was that it had ceased to be profitable. The Chronicle had a splendid news service and its editorials were as bright and sparkling as those of any paper in Chicago and yet it could not survive—could not survive the odium of its ownership.

Dr. Mother.

A little woman, a little ache, A little blister in the umb to take With touch of live to make it well— These things require a mother's spell. Ah, sweet the progress of the skill That science brings unto the ill! Vast range of methods new and fine; But when our little ones require, The mother is the very best! Of doctors into service prest! Sunshine and air and mother's spell Of helping little ones to get well, And helping little ones to get well, Here are three remedies that do So much more, often, than the grave, Skilled hands that try so hard to save For Dr. Mother, don't you know, Gives something more than skill—gives life! Much of herself, gives, oh, so much Of love's sweet alchemy of touch! Upon a little wardrobe laid A little out-encircled head, A little slender hand and pale, A little lonesome, homesick wail, Loved nursing, best of skill and care, But, oh, behold the wonder there When Dr. Mother, bearing sun From where the wilding roses run, Leans down, with humming love and kiss— There is no medicine like this! In little child-heart's hour of woe, Pain, ache or life-wound's throbs or throes, The Dr. Mother knows so well The weaving of love's wonder spell— Just what the little heart requires, Just how to cool the fever fires; Just how much tenderness and cheer Will calm the little doubt and fear, How much of tenderness will ease— Alone she knows such arts as these! —Haltimore Sun.

The Spread of Alsike Clover.

On our return from a trip in the east last summer we called the attention of our readers to the marvelous spread of alsike clover in the eastern states; the result of the continuous cultivation in grain and the lack of live stock in sections where it was more profitable to sell grain on the market than to market it in the condensed form of butter, pork, or beef.

We mention all this as a warning to western farmers. In the timber lands of Minnesota, Wisconsin, and northern Michigan clover is as yet a weed. It will grow wherever the seed is sown, whether by accident or otherwise, provided it can be covered sufficiently in some way to secure sufficient moisture for germination.

It is very likely they will not heed the warning. Grown up men are a good deal like boys. They will not take the advice of their fathers, but prefer to go on and learn by their own and experience and pay the price for real knowledge always comes high. If so there is nothing to do but to allow them to get their experience in this hard way.

The history of railroading in the days when railroads were really built as tramways for horse drawn trains, when discussion as to the respective merits of horses and locomotives as tractors waxed heated, and finally when the first feeble locomotives were built and run is full of incidents that viewed from a modern standpoint, appear ludicrous.

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read an old account of horse cars or the early locomotives and find grave writers seriously telling of flying as on the wings of the wind at a speed of fifteen miles an hour.

An old picture, very curious to modern eyes, represents a race between Tom Thumb, a tiny locomotive built in Baltimore by Peter Cooper, and a big horse drawing a car. In the summer of 1830 the engine, a lilliputian affair that couldn't have weighed a ton, had made some trips during which the speed at times was as high as 18 miles an hour.

Accordingly a race was arranged and the big horse hitched to a car was driven by them on the second track for the railroad company had two tracks—and met the engine at the "relay house" on his way back from The Mills. From this point it was agreed to race home, and, the start being even, away went horse and engine, the snort of one and the puff of the other keeping time.

"The blower whistled, the steam blew off in vapory clouds, the pace increased, the passengers shouted, and the engine gained on the horse. Soon it lapped him, the silk was placed, the race was neck and neck, nose and nose—then the engine passed the horse and a great hurrah hailed the victory. But it was not to be repeated, for about this time when the gray's master was about to give up, the pulley which moved the blower slipped from the drum, the safety valve ceased to steam and the engine for want of breath began to wheeze and pant.

In the early days locomotives had as rivals cars propelled by horse power and also sailing cars. In the former a horse was placed on a tread mill from which power was communicated to the wheels. The machine worked indifferently well, but on one occasion, when drawing a car filled with editors and other newspaper men it ran into a cow and the passengers having been tilted out and rolled down an embankment, were naturally unanimous in condemning the contrivance.

Following the horse power car came the Meteor, a sailing vessel, invented by Evan Thomas, who was probably the first person to advocate railroads in Baltimore. This consisted of a wicker work basket on wheels, equipped with a mast and square sails. The Meteor required a good gale to drive it along the rails and would run only when the wind was "abaft" or on the quarter "head" winds were fatal to its progress and Mr. Thomas was afraid to trust a strong side wind lest it upset the car, so it rarely made its appearance save when a northeaster was blowing. Then it would be dragged out and would roll along literally with flying colors.

Strange it is to the modern eye to see an old account of a ride on one of the old time engines, in which the writer says, we flew on the wings of the wind at the varied speed of fifteen to twenty-five miles an hour, ambling the time and space." In 1834 the Best Friend, a locomotive of the South Carolina railroad, blew up because the "colored fireman, annoyed at the noise of steam escaping from the safety valve sat on the valve to hold it down." An accident at a switch with "this same engine called forth the following from the directors of the road:

Resolved, That in the future not over twenty-five people will be allowed to go on each car; that the locomotive shall not travel at a greater speed when there is attached: One car and passengers, at fifteen miles an hour; two cars and passengers, at twelve miles an hour; three cars and passengers, at ten miles an hour and that directions be given to that effect.

The foregoing is enough to bring a smile from the railroad man or the passenger of today, although it proves that seventy years ago the regard for human life was higher than it is today. The Best Friend, it is claimed was the first locomotive built in America expressly for actual service. It is also claimed that the South Carolina railroad service was the first in the world built expressly for locomotives.

It is interesting to note that the trains drawn by the Best Friend were furnished with a barrier car—that is, a car loaded with cotton bales, with the idea that they would protect the passengers in case of boiler explosion or collision.

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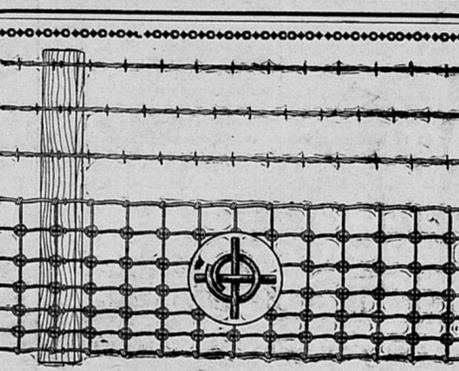
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