Colfax Chronicle.

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BOYS AND THE FARM.

The department of agriculture is proving its value constantly in many ways, but in none more definitely and clearly than in the encouragement of American youth to adopt the cultivation of the soil as a career. It is vitally essential that the children of farmers should themselves till the land their fathers and their grandfathers have tilled, says the Washington Star. They are potentially the best farmers. If they move to the city to learn trades or to enter the professions or to drift inefficiently through life, somebody must take their places to grow the crops essential to the feeding of the people. A dangerous tendency exists toward the elimination of the small farmer and the substitution of the syndicate, or the large individual holder of land. This destroys competition at the source of the necessities of life. It tends unmistakably to higher prices and to the increase in the number of non-producing individuals. Only by making the farm attractive and profitable can any headway be made against this city-drifting disposition, with its inevitable consequence of dangerous concentration. The telephone, the electric car, the rural free delivery and to some extent the good roads movement have all contributed to lessen the disadvantages of rural existence. Now comes science, leading to an increase in the profits and in the dignity of farming. It is important that the competition among the boys in the south which has just been brought to so successful a conclusion should be extended into all parts of the country.

Where is the psychologist who can give an explanation of the different ways in which the weather affects sports? There are baseball and football, for instance. Both are strenuous games, yet one flourishes like a green bay tree in the good old summer time, no matter how hot, and the other thrives only in a frosty atmosphere. Players and spectators seem to be in the same boat. When the sun shines the hottest the heroes of the diamond are warmed up to their limberest and their best, while the lookers-on occupying the bleachers just roast and are happy. But let a cold blast blow across the field and baseball shrinks like a delicate flower touched by frost. On the other hand footballers want it cold and raw and really prefer a near-zero temperature and a flurry of snow, if they can be had. Such conditions appear to put "ginger" into every brawny member of the eleven. And the crowds on the grandstand forget all about the weather while watching the wonderful doings of their favorite players.

In the matter of dress we have fallen upon a decline since the days when the Duke of Wellington was refused admission to Almack's because he was wearing trousers instead of breeches and silk stockings, says the London Chronicle. Even Almack's, however, had to admit trousers within its closely guarded portals the following year. When Gladstone was "up" at Oxford the reign of the dandies was in full swing. When late in life he revisited the university to lecture to the undergraduates on Homer he was asked by G. W. E. Russell whether he noticed any difference between his audience and the men of his own time. "Yes," he replied, "in their dress an enormous change. I am told that I had among my audience some of the most highly connected and richest men in the university, and there wasn't one whom I couldn't have dressed from top to toe for £5."

The "wild garlic" which infests portions of Pennsylvania, Ohio and Indiana is a noxious plant first seen in Pennsylvania. A farmer in southern Indiana secured some seed wheat from the Ohio Valley, and noticed the presence of the onionlike pest in the resulting crop. He gave it no further thought, as "the entire infested plot might have been carried away in his hat." And yet within three years the wheat from that section of the country was refused by all millers because of the malodorous garlic, the seeds of which are about the same size as large wheat grains. In certain localities land values have been sorely affected by the presence of this weed.

A singular point evoked by recent prosecutions of fortune-tellers and palmists in another city is the fact that their insight into the futures of other people gave them no inkling of the evil influences that were about to haul themselves into the police courts.

They figure it out that the moon is now 17,000 miles nearer the earth than usual. Everything seems to be coming down a bit.

BUCK SNOW IN WEST

Plow Used in Huge Machine Made of Steel.

Despite Its Enormous Power Rotary Sometimes Gets Stuck and Then Men Shovel It Out and Another Run Is Made.

New York.—In the Middle states, where six inches is a heavy snowfall, getting it off railway tracks is about as easy for an engine as cleaning it off the sidewalk is for the small boy.

A snow plow, which is nothing more than a gigantic scraper, with perhops an enormous horn or plowshare in front, is pushed down the track by an engine and scrapes and pushes the accumulated clogging white mass off the track to either side.

But in the northern, and particularly in northwestern states—where, when it makes up its mind to snow, everyone knows it; where the falls are feet in depth and in the east only inches; where the railway runs through open plains on which the resistless sweep of the wind drifts the white crystals into hills and valleys, humps and hollows so large that they seem large even to a steam car—something more effective than mere pushing must be employed.

This "something," says a writer in St. Nicholas, "is the rotary snow plow, an invention which is in use on every railway on which large drifts collect in the winter and where snowsleds and snow guards—fences built in exposed places to keep the snow from drifting on the track—are ineffective.

The snow plow is a huge machine, as big as a freight car and built of steel. On the forward end is a monster wheel with powerful blades of steel, looking like an overgrown electric fan, so arranged that their angles can be changed.

This wheel, which is perpendicular to the track and revolves at right angles to it, is inclosed in a casing or drum, also of steel and with sharp steel edges. The top of the drum is supplied with a pipe or chute. Inside the snow plow is a steam engine, which drives this huge fan wheel at from 100 to 250 revolutions every minute.

Behind the snow plow are coupled from one to three or even more powerful engines, and behind these a car. On the cars are many men with shovels, for despite its enormous power even the rotary gets stuck at times and has to be ignominiously dug out.

Perhaps the snow is but four or five feet deep and the plow as soon as it strikes the snow bores through it at a great rate. Wonderful to see, the snow eaten away from the bank by the whirling blades is tossed out of the chute at the top of the drum or casing in a solid stream, to fall in a curving arch and with a thunderous roar from 100 to 200 feet away. This arch is frequently thirty and even more feet high. Billows of snowdust fill the air and the most beautiful rainbows surround the falling cascade of snow.

When the plow gets stalled the men tumble off the car and shovel it out of its prison. Then the whole train backs off a couple of hundred yards and takes a new start. Down the track it sweeps, gathering speed and momentum with every puff-puff of the exhaust, and smash! it goes headlong at the drift, mighty fanwheel whirling, engines pushing, men yelling, snow scrunching, and over all the roar of the falling stream of snow and the blinding, cutting clouds of ice particles it sets free.

The drift may yield to one bucking, in which case the men congratulate themselves at having an easy time of it. But more often even the mighty rush of the train, engines, plow and car is stopped by the drift, which looks so soft, but is in reality so tough. Then it is shoveled out again and backs off for another rush.

FELLAH BECOMES PROFESSOR IN BERLIN

BERLIN.—Adam, a young fellah from Egypt, has recently been named as professor of Oriental languages in the Berlin university. Of humble origin, Adam early displayed a remarkable aptitude for languages and for a number of years was a student in Cairo. He still clings to his native Egyptian costume and is a striking figure in the German capital. He is very popular among the students here.

SEEKS FLYING SCIENCE LAWS

French Savant Aims to Put Aviation on Dependable Basis—Acrobatic Feat Now.

Paris.—M. G. Eiffel, the well-known engineer, is at present engaged in studying what he calls the scientific laws of aviation. Until now flying machines have been built and worked in the dark, as it were, without any definite mathematical knowledge of the laws of the air. He believes that, by careful scientific experiments, certain laws may be worked out which will no longer leave the act of flying, as it is accomplished at present, a mere acrobatic feat.

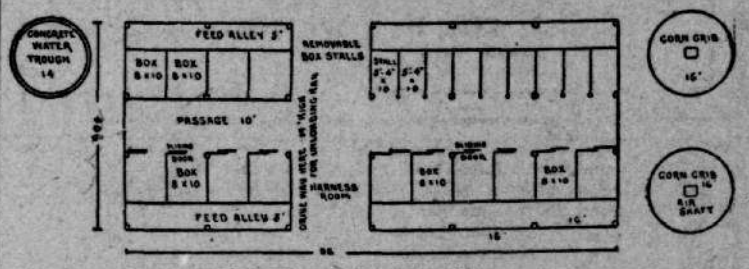
The laws of the resistance of the air in given circumstances and at given angles on a certain surface ought, according to him, to be scientifically known, so that a machine of certain dimensions, and with a certain amount of essence and motor power, ought to be able to accomplish a certain flight which could be calculated in advance, and which would no longer depend merely on the ability of the pilot. Aeroplanes thus constructed ought to be able to fly in all winds and weather conditions, except in a hurricane, and a number of instruments should be added to guide working with mathematical precision. M. Eiffel has already submitted a preliminary study, which will be examined by the Academy of Science.

Queen to Become Mother.

London.—Queen Mary's accouchment is expected in March. This will be the first birth at Buckingham palace in fifty years. The last child born to King George and Queen Mary was Prince John Charles, July 13, 1905.

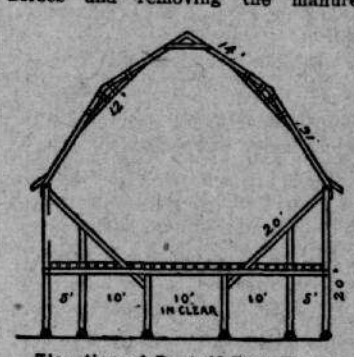
EXCELLENT BARN FOR WORKING FARM ANIMALS

Practical Plans and Illustrations of Stable for Horses and Mules—Built Without Undue Expense and Is Comfortable.



Floor Plan of Barn for Horses.

Recently I had occasion to design for a large farm a stable to hold work horses and mules. The owner wished true economy, yet to give the animals all the comfort possible without undue expense, and to have the manure saved well, and to have the stable so arranged that feeding, caring for the horses and removing the manure



Elevation of Bent 40-Foot Barn.

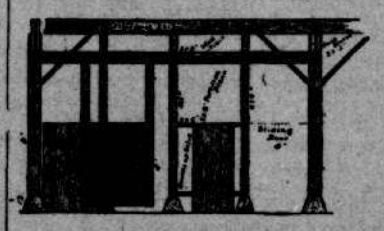
would be as inexpensive as possible, writes Joseph E. Wing, in Breeders' Gazette. After considerable thought and getting some first-rate ideas from his manager and himself, the following plan has been evolved. Frankly, I think it a better stable than any that I have yet seen published anywhere.

The general plan is simple. A driveway ten feet wide gives access to the stalls and permits the spreader to take out the manure. The stalls are mostly box-stalls, 8x10 feet (really the two-inch thickness of the partitions off of this), and in each stall one horse or mule is kept. The single stalls go three to each 16-foot space. The posts are 16 feet between centers; floor joist 16 feet long; lower rafters, 16 feet; upper rafters, 15 feet. The feed alleys are five feet wide. There may be bins above for oats; hay chutes throw hay directly into the feed alley, and several chutes ought to be provided. All of the frame is of the familiar joist frame pattern with self-supporting roof. Hay comes in at the end, although one could easily arrange to take it in at the middle, making a harness room there and temporary box-stalls.

On the whole, I like that idea best, as the barn is too long to run hay in all from one end and doors in gables are troublesome. The details of frame are not changed from what one can find carefully described in "Farm Buildings," a book that every intending builder should own. If a transverse driveway is put in it ought to have at least 14 feet headroom.

The box-stalls are provided with heavy, durable sliding doors, made of plank two inches thick. I should put them together with small bolts. If good tracks are used they will move at a touch and last forever. Some might prefer to board up the box stalls higher than five feet. I see no need for that, but six feet will do no harm. It will be objected by some that box-stalls 8x10 feet are too small. I cannot agree with this. If one urges big box-stalls it is as though he urged the use of no box-stalls at all. No one can afford very large box-stalls for work horses. In stalls 8x10 feet the horse has freedom to turn around easily and all the comfort it needs. If perchance some of the stalls are desired on occasion to be used for brood mares the partitions may some of them or all of them be made removable, throwing two stalls together, making one stall 10x16 feet.

The best way to manage harness is to have a big hook made of three-quarter-inch round steel attached to a rope and pulley right beside the stall door so that the harness may be hung on the hook and swung up to the ceiling or out of the way. The harness room is meant for extra harness, for repair work and so on. With these box-stalls one will use bedding liberally and clean them out only once a month or even at longer intervals. With a trifle of care the stall will always be level, the manure trodden so hard as to be air tight and with no fermentation. There will be no odor in the stable and the horses will be kept cleaner and more comfortable than where stalls are cleaned every day.



Frame Work of Box-Stall Front.

As I do not like corncribs in stables I design to place a pair of round cribs, such as are described in "Farm Buildings," at one end of the building, and these admirable little rat-proof cribs will prove far cheaper than putting the corn in the stable and better in every way. As to the problem of straw, it is seen that there is large provision made for hay storage. Room may be left at each end for straw, which may be blown in place by the thresher, or shredded corn stover may be blown up there.

LARGE OCEAN SHIP

Immense Vessel Has Five Decks Above Main Deck.

She Will Have Features That Have Never Before Been Introduced, Including Most Powerful Marconi Apparatus.

Stettin, Germany.—With five decks above her main deck and a series of balconies stretching across the front of her superstructure like the pillared facade of a temple, the world's largest ship, the Europa, the keel of which has been laid here, draws all eyes of those who gaze seaward in anticipation.

Scarcely had the world become accustomed to the Mauretania as the synonym for the largest and the latest in marine architecture than the Olympic and Titanic were laid down. No sooner was the Olympic shoved into deep water than the owners of the Mauretania published the plans of even a longer ship.

In black and white the comparison shows as follows:

Vessel.	Length.	Tonnage.
Mauretania	790 feet	32,500
Olympic	860 feet	48,000
Europa	900 feet	50,000

The floating island of steel will have a displacement of 70,000 tons. To express the equivalent idea in other terms, the new liner will be fashioned of materials weighing 140,000,000 pounds. It would require the entire population of Philadelphia, about 1,400,000 persons, each carrying 100 pounds, to handle this material. The steel and wood and brass and woven fabric would fill a train of freight cars forty-four miles in length, stretching across the Isthmus of Panama by way of the canal. The combined capacity of the largest three hotels in New York is 3,285 guests, while the Europa will carry 4,250 passengers.

She will have nine decks above the water line, equal to the height of the largest apartment houses. Her capacity will exceed 5,000, reckoning in the crew.

The builders have ordered from the forests of Oregon 2,000,000 feet of fir for her decks alone. This lumber has been "kilnning" near Portland. Only clear, vertically grained wood has been accepted.

With so much space available features are possible that have never before been introduced. There will be a choice of dining rooms, a Ritz-Carlton restaurant, grill, tea room, tea garden, rathskeller, palm gardens, convertible in winter into sun parlors; women's salons in different decorative periods and national styles, "universal" telephones, the biggest gymnasium yet, running track of tank bark, trainer rubbers, squash court, swimming pool, Turkish and Roman baths, submarine signals and powerful air pumps to waft below currents of the purest air and afford equable temperature throughout.

The most powerful Marconi apparatus ever set up at sea will be installed, the unusual height of her masts making it possible to receive or transmit messages across the broad expanse of the Atlantic ocean. The Europa will always be in direct communication with either her namesake continent or America.

The biggest ship of the seven seas will be here in 1912.

Spain's Revenues Increase.

Madrid.—The receipts of the treasury for the ten months of the year, ended October 31, show an increase of $6,600,000 in comparison with those for the same period in 1909. The minister of finance declares that these figures form a true index of the progress of the country.

DEADLY TETANUS IS STAYED

Physicians at Wilmington, Del., Save Boy's Life, Even After Jaws Are Locked.

Wilmington, Del.—That medical science has been able to counteract tetanus, even when it had developed to the stage where the patient's jaws are locked, has been successfully demonstrated by the physicians at the Homeopathic hospital in the case of Tony Behba, a little boy whose parents live at Bellevue.

After spending several weeks in the hospital, suffering from lockjaw, the boy, who is 11 years old, has been discharged as perfectly well again.

Tony stepped on a rusty nail, which penetrated a toe. No attention was paid to the wound beyond local treatment, and some time later when a physician was called in, he found tetanus fully developed and the boy's jaws securely locked. He was removed to the hospital, where he was treated and finally cured.

GLORY FOR A CHINESE BOY

Cincinnati Colony Gives Lad of Sixteen Ovation as Coming "Kossuth" of Celestial Empire.

Cincinnati.—Heralded as the prospective "Kossuth of China," Chui Leeng, aged sixteen, was given an ovation by the local Chinese colony the other day.

The youth is a student at Capital university, Columbus, and next year he is to enter Columbia university. His father, Chui King, a Chinese editor, is acting head of the Chinese Reform association and one of three on whose heads the late empress set a price.

All of the members of the local colony of Chinese are "reformers," and they cheered the youthful orator's declaration in favor of these four national departures: Amnesty invitation to reformers to return; cutting off of cues; limitation of the sale of opium in China; the common people to have a voice in the government.

CLEARING UP NEW GROUND

Irregular Spots Along Streams and on Hillsides Could Be Made to Yield Big Returns if Trees Planted.

The time is at hand when the average farmer begins to think about clearing up new ground. Those of them who are fortunate enough to have any left, and those who live in hilly countries will generally find bushes and briars growing along the hollows and fences.

This is the time to think of the wanton destruction of our forests. Those great oaks, ash and walnuts were but saplings once. While we do not indorse the leaving of trees grow in cultivated fields, every nice-shaped sapling of a variety of value as a timber tree should be left to grow.

There are thousands of small plots of timber, where a great many of the trees will measure two feet, and some of them thirty inches at the stump. These, thirty years ago, were saplings of four to ten inches at the stump—oak, ash and hickory.

In Kentucky there is a grove of locusts, many of them fifty feet tall and 12 and 14 inches at the stump. These are on a piece of land lying alongside a country road and valued at $100 per acre.

The seed were sown thinly, broadcast, then thinned to stand four to six feet apart. The timber is today equal to ten times the value of the land, or $1,000 per acre.

If each farmer who owns land suitable to the growth of forest timber should set apart one-twentieth of his land to forest, in time there would be timber to spare.

A great many cliffs and hillsides along our little rivers are fit for little else, and hill land that is very stony may be planted to post timber trees with much profit.

Black locust and catalpa are the most profitable for posts, the locust to be preferred, as the manner of growth is much smoother and the quality of timber the very best.

The seeds of either may be had of the nurserymen. They can be sown in drills in the garden and cultivated two seasons by which time they are from four to six feet tall and ready to transplant to the permanent rows.

This planting of trees should be given earnest consideration by all who own land, as there is no more profitable investment to be made than the planting of trees either for timber or fruit.

MUCH SUCCESS WITH POTATOES

Prince Edward Island Produces Annual Yield of 6,000,000 Bushels—Newly Cleared Lands Prove Best.

Prince Edward Island is one of the most successful producers of the potato. Its total area under cultivation is less than 1,800 square miles; the annual yield of the potato crop averages 6,000,000 bushels.

The most favorable results have been obtained in fields that have not been manured for many years. The opinion prevails that manure pollutes the potato and disposes it to rot before and after digging. Newly-cleared woodlands yield large crops for many successive years without the addition of any fertilizing. To aid exhausted soil commercial fertilizer is used. It has been found that lime, clinkers, and coal ashes thrown on a field will set up scab. It would thus appear that this disease may be due to mechanical irritation in the soil. To prevent rot, great attention is given to the time of digging. The best time has been found to be when the tops begin to grow a dark green, not when they have turned black. When the latter happens, the potato has already begun to rot. By observing these methods, a white, smooth, rounded root of medium size is secured. The best potatoes are shipped in boxes, carefully selected, and marketed as No. 1 and No. 2.