

# Kate Bonnet

The Romance of a Pirate's Daughter

By FRANK R. STOCKTON

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CHAPTER XVIII.—CONTINUED.

It was Dicky, half dazed by what he had heard, who now stepped up to Paul Bittern. The latter, his countenance blacker than it had ever been before, first scowled at him, but in a moment the ferocity left his glance.

"Oh!" he said, "here's a pretty picture for me and you, as well as for Bonnet and the Scotchman!"

"Do you suppose," exclaimed Dicky, "that what he says is true? That he has stolen this ship from Capt. Bonnet, and that he has taken it for his own?"

"Suppose!" sneered the other, "I know it. He has stolen from me as well as from Bonnet, and I should have commanded this ship, and I had made all my plans to do it when I got here."

"Then you are as great a rascal," said Dicky, "as that vile pirate down below."

"Just as great," said Bittern, "the only difference being that he has won everything while I have lost everything."

"What are we to do?" asked Dicky. "I cannot stay here, and I am sure you will not want to. Now, while he is below, can we not slip overboard and swim ashore? I am sure I could do it."

Black Paul grinned grimly. "But where should we swim to?" he said. "On the coast of Honduras there is no safety for a man who flees from Blackbeard. But keep your tongue close: he is coming."

The moment Blackbeard put his foot upon the deck he began to roar out his general orders.

"I go over to the bark," he said, "and shall put my mate here in charge of her. After that I go to my own vessel, and when I have settled matters there I will return to this fine ship, where I shall strut the quarter-deck and live like a prince at sea. Now look ye, youngster, what is your name?"

"Charter," replied Dicky, grimly.

"Well, then, Charter," the pirate continued, "I shall leave you in charge of this vessel until I come back, which will be before dark."

"Mel!" exclaimed Dicky, in amazement.

"Yes, you," said the pirate. "I am sure you don't know anything about a ship any more than your master did, but he got on very well, and so may you. And now, remember, your head shall pay for it if everything is not the same when I come back as it is now."

Thereupon this man of piratical business was rowed to the bark, quite satisfied with the result. He left behind him one who would have the power to tamper with his interests. He knew the crew, having bound most of them to him on the preceding night, and he trusted every one of them to obey the man he had set over them and no other. As Dicky would have no orders to give, there would be no need of obedience, and Black Paul would have no chance to interfere with anything.

When Bonnet had been left by Blackbeard—who, having said all he had to say, hurried up the companionway to attend to the rest of his plans—the stately naval officer who had so recently occupied the bench by the table shrunk into a frightened farmer, gazing blankly at Ben Greenway.

"Think you, Ben," he said in half a voice, "that this is one of that man's jokes? I have heard that he has a fearful taste for herrid jokes."

The Scotchman shook his head.

"Joke! Master Bonnet," he exclaimed, "it is no joke. He had ta'en your ship from ye; he has ta'en from ye your sword, your pistols, an' your wicked black flag, an' he has made it impossible to ye. He has ta'en from ye the shame an' the wretched wickedness o' bein' a pirate. Think o' that, Master Bonnet, ye are no longer a pirate. That most devilish o' all demons has preserved the rest o' your life from the dishonor an' the infamy which ye were laborin' to heap upon it. Ye are a poor man now, Master Bonnet; that Beesbeub will strip from ye everything ye had, all your riches shall be his. Ye can no longer afford to be a pirate; ye will be compelled to be an honest man. An' I tell ye that my soul flitheth itself in thanksgivin' an' my heart is happier than it has been since that fearsome day when ye went on board your vessel at Bridgetown."

"Ben," said Bonnet, "it is hard and it is cruel that in this, the time of my great trouble, you turn upon me. I have been robbed; I have been ruined; my life is of no more use to me, and you, Ben Greenway, revile me while that I am prostrate."

"Revile!" said the Scotchman. "I glory, I rejoice! Ye has been converted, ye has been changed, ye has been snatched from the jaws o' hell, Master Bonnet, my soul was rejoiced even before that master devil came to set ye free from your toils. To look upon ye an' see that, although ye called yourself a pirate, ye were no like an o' these blackhearted cut-throats. Ye were never as wicked, Master Bonnet, as ye said ye were!"

"You are mistaken," groaned Bonnet; "I tell you, Ben Greenway, you are mistaken. I am just as wicked as I ever was. And I was very wicked, as you should admit, knowing what I have done. Oh, Ben, Ben! It is true that I shall never go on board my good ship again!"

And with this he spread his arms upon the table and laid his head upon them. He felt as if his career was ended and his heart broken.

It did not take very long for a man of practical devilishness such as Blackbeard was, to finish the business which had called him away, and he soon reappeared in the cabin.

"Ho there! good Sir Nightcap—an' I may freely call you that since now I own you, uniform, cocked hat, tittle tattle, everything else—don't cry your self to sleep like a babe when its toys are taken away from it, but wake up. I have a bit of liking for you, and I believe that that is because you are clean. Not having that virtue myself, I admire it the more in others, and I thank you from my inmost soul—wherever that may be—for having provided such comely quarters and such fair accommodations for me while I shall please to call the Revenge. But I shall not condemn you to idleness and cackling thoughts, my bold blusterer, my terror of the sea, my harrier of the coast, my haunter of the Jolly Roger, washed clean in the tub with soap; I shall give you work to do which shall better suit you than the troublesome trade you've been trying to learn. You write well and read, I know that, my good Sir Nightcap; and, moreover, you are a fair hand at figures. I have great work before me in landing and selling the fine cargoes you have brought me, and in counting and dividing the treasure you have looked out from your iron-bound chests. And you shall attend to all that, my reformed cutthroat, my regenerated sea robber. You shall have a room of your own, where you can take off that brave uniform and where you can do your work and keep your accounts and so shall be happier than you ever were before, feeling that you are in your right place."

To all this Stede Bonnet did not answer a word; he did not even raise his head.

"And now for you, my chaplain," said Blackbeard, suddenly turning toward Ben Greenway, "what would you like? Would it suit you better to go overboard or to conduct prayers for my pious crew?"

"I would stay 'til my master," said the Scotchman, quietly.

The pirate looked steadily at Greenway. "Oh!" he said, "you are a sturdy fellow, and have a mind to speak from. Being so stiff yourself, you may be able to stiffen a little this rag of a master of yours and help him to understand the work he has to do, which he finds that to be my clerk is his career. Ha! ha! Sir Nightcap, said Blackbeard, suddenly turning to Stede Bonnet's heart, but he made no sign.

When Blackbeard went back to the Revenge he took with him all of his own effects which he cared for, and he also took the ex-pirate's uniform.

"Charter," replied Dicky, grimly.

"Well, then, Charter," the pirate continued, "I shall leave you in charge of this vessel until I come back, which will be before dark."

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and you shall wear the uniform and the cocked hat which Sir Nightcap hath no further use for."

With that he went forward to speak to some of the men, leaving Dicky standing speechless with the expression of an infuriated idiot. Black Paul stepped up to him.

"How now, youngster," said the ex-sailing-master, "first officer, eh? If you look sharp you may find yourself in fine feather."

"No, I will not," answered Dicky. "I will have nothing to do with this black pirate; I will not serve under him. I will not take charge of anything for him. I am ashamed to talk with him, to be on the same ship with him. I serve good people, the best and noblest in the world, and I will not enter any service under him."

"Hold ye, hold ye!" said Black Paul, "you will not serve the good people you speak of by going overboard with a bullet in your head; think of that, youngster. It is a poor way of helping your friends by quitting the world and leaving them in the lurch."

"More than that," said he. "Do you know," he continued, "to me the greatest thing of this truly great exhibition is the educational influence it will have upon the millions who visit it. Here in two weeks' time one can gain more practical knowledge of the kind that will be useful to him in the struggle with the world than he can get in two years' time in any university. The college education is entirely different from the kind of education one gets by seeing things, but for practical purposes the 'seeing' education is quite as necessary as the book learning. We

current number of the 'World's Work' that well illustrates the educational point I make. This is it:

"Watch a party of visitors from a Mississippi valley state, people who have never seen the sea, as they wander through the passages of the battleship model or squat along a rapid-fire gun on deck, across an imaginary ocean. The shine in their eyes betrays a mixture of excited interest and patriotic pride. Far though the coast may be from their homes, it is yet their coast that such battleships guard, and the battleships are theirs. And it is a semi-proprietary satisfaction that affords a good part of the pleasure that any American evinces in gazing at the processes or results of the many government activities he sees exhibited here. A visitor will observe a hundred interesting novelties; he will leave the building—only to go back later for another look—round-eyed with amazement at the many things the government does for the people;

St. Louis—I was standing on the Plaza St. Louis, admiring the scene that stretched away into the distance before me, ending with the magnificent spectacle of the Cascades. I needed no company, for the great exposition all around me was sufficient, but as I stood there an acquaintance, the president of a western college, stopped beside me.

"Magnificent beyond the dream of man," said I.

"More than that," said he. "Do you know," he continued, "to me the greatest thing of this truly great exhibition is the educational influence it will have upon the millions who visit it. Here in two weeks' time one can gain more practical knowledge of the kind that will be useful to him in the struggle with the world than he can get in two years' time in any university. The college education is entirely different from the kind of education one gets by seeing things, but for practical purposes the 'seeing' education is quite as necessary as the book learning. We

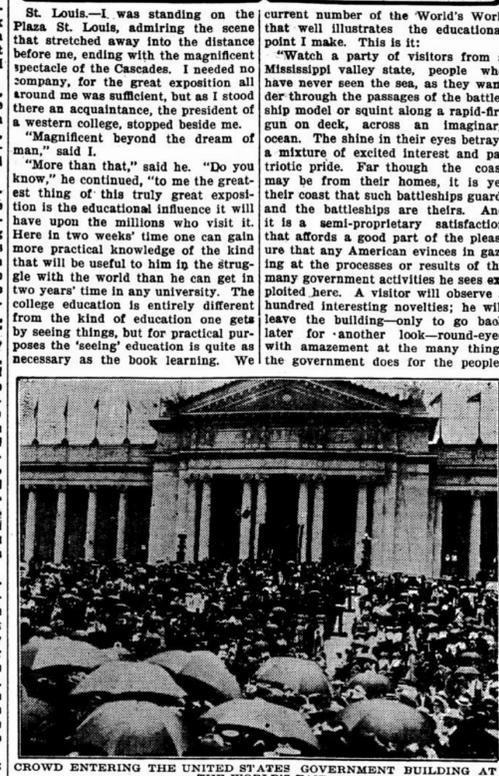
consider a trip to Europe as a great educator, but a trip to Europe cannot be compared to a trip to this exposition. Here is shown the best from the countries of all the world.

"As for our country, what could be more instructive than the exhibits in our government building? After seeing it we understand far better than we could have before both the system and uses of government. Take the Philippine exhibit as another example. A half day's time spent within its walls is more instructive than a dozen text books. We are entirely too apt to read and forget, but when we see we remember, and here we see."

Examples that would bear out the statements of my college friend might be enumerated almost without end, and all would tend to prove that the Louisiana Purchase exposition is the greatest educator of the age. We read the histories of the years to learn of the world's progress, but here we do not have to read, we see it. In the Transportation building we see the primitive locomotives that pulled the first railroad trains, and standing beside them we see the powerful, intricate machines that perform the same service to-day. That is an education in the progress of railroading. In the Electrical building we find the first primitive electrical appliances, and beside them the many intricate machines that are to-day being driven by this as yet unexplained power. That is up-to-date education in electricity. In our school geographies we are taught, among other things, of the products of the various countries. Here we see them. The book learning we forget, what we see we remember. Take, for

## The St. Louis World's Fair as a Great Educator

It is More Valuable Than Months of Study or a Trip Around the World. Accommodations for Visitors Moderate and Ample



CROWD ENTERING THE UNITED STATES GOVERNMENT BUILDING AT THE WORLD'S FAIR.

but his spirit will be self-gratulatory—it is we who are doing it all."

Yet another among the thousand of exhibits that may be classed as educational is to be found in every aisle in every corner of the Agricultural building. Here spread out before you are the products of the earth's harvest fields. In this one building, big enough in itself to contain the whole of the Pan-American exposition at Buffalo, are the farm products of every country. Here are sheaves of grain and heaps of corn, made opulent with milk and honey and butter, cotton-seed oil and cotton, tobacco, sugar cane, and fruit. There are towers and pagodas and pictures and panoramas in corn-kernels, corn-cobs, corn-tassels and corn-cobs, tobacco-leaves and tobacco-grains, wheat-straw and wheat-heads and wheat-grains; and there are figures in cotton and butter and sugar and prunes and nuts. There are decorations in wavy moss and hemp, in rice-sheaves and prairie grasses. You know at last the wealth of each state, for packed into each of the different sections is an abundant sample of all that springs from one state's soil—whether it be hill-farm potatoes, swamp rice, sea-island cotton, bottom-land corn, prairie wheat, desert dates or irrigated alfalfa. And in the same way you know the agricultural wealth of each of the world's nations, for they are spread out before you for your inspection.

And what does it cost to see this wonderful exposition, what is the price to be paid for this liberal education? It may be much or little, just as a sight-seeing trip to any city may be much or little. There are fashionable, high-priced hotels in St. Louis, just as there are in New York, in Chi-

example, Japan. We are interested in the progress of the island empire, we wonder at her greatness, we read volume after volume to learn of her progress. Here it is all spread out before our eyes. We see the great Japanese Commodore Perry saw when he broke the bars of darkness that shut the empire from the world, and we see beside it the Japan that is to-day waging war with one of the greatest nations of the world, the same Japan that is an important element in the world's commerce. It is an education in the progress of Japan that no books can possibly give us.

And so it goes through all the great exposition palaces, through the foreign government buildings, through the state buildings, and down the Pike. Everywhere is a new and valuable lesson easily learned and never forgotten, for we learn it by seeing.

To refer again to the United States government building and its exhibits as an educational feature, I want to quote a part of a paragraph from the

### OF INTEREST IN DELAWARE

Information Concerning Geography, Population, Etc., in Geological Survey Volume.

The doughty little state of Delaware, the first of the 13 original states to adopt the Constitution, contains 184,735 loyal inhabitants, of whom only 7.5 per cent. are foreign born. This and many other statistical and geographical facts are contained in "A Gazetteer of Delaware," compiled by Mr. Henry Gannett and recently published as Bulletin No. 230 by the United States geological survey.

The gazetteer contains a list, alphabetically arranged, of all the stations, villages, towns, cities, creeks, rivers, and counties of the state, with a brief description of each. A general description of the state precedes the gazetteer proper.

Next to the surprisingly small foreign population, considering the location of the little state adjacent to the Atlantic shore, the most significant figures are those relating to the percentage of illiteracy. Of the total population ten years of age and over, 12 per cent. are unable to read and write. This illiteracy is found, however, mainly among the negroes. The illiterate element of the whites consisted in 1900 of only seven per cent. of the whole number, while that of the negroes constituted 38 per cent. The state contains 30,697 negroes, five-sixths of the population being white.

Almost one-half of the entire number of inhabitants over ten years of age are engaged in gainful occupations. Of the males not less than 81 per cent. are wage-earners, and of the females not less than 18 per cent. Those engaged in manufacturing occupations constitute 31 per cent., those in domestic and personal service 23 per cent., those in trade and transportation 16 per cent., and those in the professions four per cent.

In 1900 there were 9,687 farms in the state, of which more than nine-tenths were operated by white farmers. Half of these were operated by tenants. The average size of the farms was 110 acres, which is considerably less than the average size of the farms throughout the country. The average value of the land on all farms was \$4,201, and the value of products per farm was \$959.

The total number of manufacturing establishments in the state in 1900 was 1,417, with a total capital of \$1,293,235 and 22,303 employees. This bulletin may be obtained free of charge on application to the director of the United States Geological Survey, Washington, D. C.

### WHALE FISHING REVIVED.

Small Boats Now Used Around Newfoundland and Bombs for the "Strike."

Instead of two and three-year voyages in which ship's boats are used in capturing the giants of the deep, the Newfoundland whole industry is prosecuted in the immediate waters of the island by the use of small but handy steamers of about 100 tons burden, with a speed of about 13 knots. The "strike" made with a bomb and whale, struck by the bow of the steamer. A successful shot results in almost instant death, and three, four and even five whales a day have been taken by single crews. One steamer brought to the shore five whales each day for three days in succession, and another killed 23 in a single week.

That is the primary commercial side of the industry, and is quite as dull and prosaic as digging potatoes.

But there is another side which is full of thrill and excitement. Taken as a sport, it bears about the same relation to the most exciting salmon or tarpon fishing that those sports bear to the pursuit of the shore clam. One day last March a 31-foot bull whale, struck but not vitally injured, towed the Puma around and across up and down Placentia bay for three days before a killing shot could be sent into his huge body. Reversed engines throughout the fight failed to tire the monster. Again and again he charged the little vessel, and ramming was avoided only by the quickness of the steamer. After 74 hours of this, there came the opportunity for a killing shot.

The Humber had a 28-hour struggle with another off Cape Sere. The Cabot had a 19-hour fight with an 88-footer. Six to 12-hour runs with danger in every minute of them are frequent. When killed, the whales are taken to shore stations where the oil is tried out, the whalebone, now worth about \$12,000 a ton, is extracted, and the refuse ground up for fertilizer.

### Eloquence Misunderstood.

When Senator Newlands, of Nevada, was debating his resolution to annex Cuba he exclaimed dramatically: "This argument furishes every kind of fuel that eloquence needs."

He sent down for the transcript of his speech. The young woman typewriter who took the dictation of the stenographer from the phonograph had made it:

"This argument furnishes every kind of food that elephants need."

"I doubt," said Senator Hale, when he heard it, "if even elephants could digest it."—Boston Post.

### Prudence.

Insurance Agent—Come, Pat; let me insure your life for \$1,000.

Pat—Wait a bit, thin. O' thin O' thin! take an' hundred-dollar policy first, an' if O' die an' get that was all right thin O' thin take out a bigger wan.—Judge.

### American Travelers in Greece.

It is estimated that about 4,500 travelers from the United States have visited Greece during each of the last four years, and have annually left about \$1,500,000 in the kingdom.

### Strong Candidate.

A prominent Texas political candidate is named Onion. They think down there that he will add strength to any ticket.

### Much Better.

No matter how long de sermon is, it's better dan de trouble of de outside worl', which is ten mile longer.—Atlanta Constitution.

### Making It Easier.

Do the best that is in you to-day, tomorrow's best will not seem so hard.—Chicago Post.

## LIVE STOCK

### HANDY ABOUT THE STABLE

Labor-Saving Fixtures Whose Use Saves Many Steps and Considerable Annoyances.

When hung up as the cut shows, the fork is always handy and never causes an accident by being on the floor. The only extra outlay to fix for it is two common spikes driven in the side of the stall. The scoop shovel hanging near brings your stable tools into a compact, neat, handy and safe position for use when needed. The broom can be hung up the same way as the shovel, or a leather strap may be fastened over the end to form a loop to hang by.—E. L. Keasey, in Farm and Home.

### PROFIT IN RAPID GROWTH.

Some Reasons Why Early Spring Pigs Should Be Marketed in October or November.

It is claimed by the Indiana experiment station that for pigs farrowed in March, April, or May, October and November is the proper time for profitably converting them into pork. It is late enough to usually avoid the severe weather of the season, and enables them to be grown during the summer season and fattened before the winter sets in.

It offers an opportunity to have the pigs do their growing during that season of the year when grass or pasture is in condition to be used. They can actually be reared at less cost than during any other period of the year. It is possible to plant green spring crops that will furnish cheap feed for the litters and sows, and do much towards promoting the development of bone and flesh. From experience of feeders at the experiment stations, the pig increases with greatest profit until six or seven months old, when it has reached the maximum. After that the gains require a larger amount of grain to produce a given amount of pork, and they should be fattened and disposed of.

One bushel of corn made 13½ pounds of pork at six months old; at seven months old one bushel made 13.2 pounds, and at eight months old one bushel made 12.6 pounds. While there are varying conditions that have their influence upon the amount of gain made, it is a general principle that after six or seven months the amount of gain from a bushel of corn is on a decreasing scale. These gains do not come up to the ones that have been secured by individuals. It may have been partially in the quality of the pigs, as there is a great deal in the characteristics of the animals. We know farmers who have sows and boars that can scarcely feed little enough to keep them from getting too fat. They have such a propensity of assimilation which is out of all proportion compared with others.—Midland Farmer.

### HOW TO MAKE SHEEP PAY.

The ewes should be two years old before bred.

Lambs sell more per pound and cost less to produce than mutton.

If sheep are not kept constantly in good condition the quality of the wool is affected.

Frequent changes of pasture makes fat sheep. It will not pay to rear a poorer sheep for market.

Sheep should always be fat when marketed. Fat is produced cheaper than lean, hence there is more profit.

There are very few animals that are as dainty and choicely about their food as sheep.

Under present conditions of sheep raising the farmer cannot afford to keep sheep for any one object.

If a sheep is not making a good growth, raising a lamb or two in market condition, it is not profitable to the owner.

With sheep a change of pasture will be found an advantage when the flocks can be put in a better place.

When a man has improved his flock, until he can sell his poorest sheep at remunerative prices, he can then afford the best.

To make sheep raising profitable young, uniformly well-wooled sheep to grow heavy fleeces of marketable wool are needed.—Farmers' Voice.

### THE HOG FOR THE FARMER

It's the Kind That Grows Well and Can Be Made Ready for Market Quickly.

Says a swine grower: "The general purpose hog of the day is the early-to-market kind. Be he white, black or red, lop-eared or stiff-eared, the farmers of this country will demand the early-maturing kind. He will consume our corn and remain the corn-belt hog withal, but the signs of the times point to the modification of the present corn-belt type."

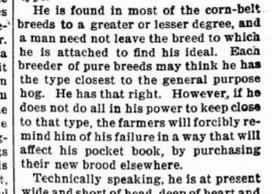
He is found in most of the corn-belt breeds to a greater or lesser degree, and a man need not leave the breed to which he is attached to find his ideal. Each breeder of pure breeds may think he has the type closest to the general purpose hog. He has that right. However, if he does not do all in his power to keep close to that type, the farmers will forcibly remind him of his failure in a way that will affect his pocket book, by purchasing their new brood elsewhere.

Technically speaking, he is at present wide and short of head, deep of heart and sides, broad of back, with a soft coat, and just enough bone to carry him to market. The tendency to excessive bone has not always been found conducive to easy feeding, early maturing qualities.

Enough is enough. His disposition must be quiet. He must ever be ready to make friends with his master, and his general character should indicate the easy feeder.

He should be practically fat and ready for market at any period of his life, and finish at nine months old, when he should weigh a high mark to shoot at. Why do we want the early-maturing kind? Because the first part of a hog's life is the period of rapid growth.

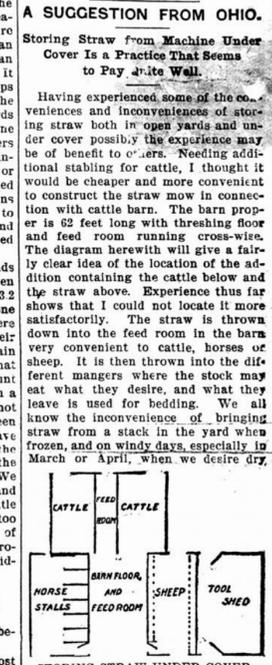
Prof. Henry shows, in his "Feeds and Feeding," that a pig gains 75 per cent. of growth the first week of its life, but gradually drops in its per cent. of gain till, say, the tenth week, when it makes but 21 per cent. per week.



### A SUGGESTION FROM OHIO.

Storing Straw from Machine Under Cover Is a Practice That Seems to Pay Quite Well.

Having experienced some of the inconveniences and inconveniences of storing straw both in open yards and under cover, possibly the experience may be of benefit to others. Feeding additional stabling for cattle, I thought it would be cheaper and more convenient to construct the straw mow in connection with cattle barn. The barn proper is 62 feet long with threshing floor and feed room running cross-wise. The diagram herewith will clearly indicate the location of the addition containing the cattle below and the straw above. Experience thus far shows that I could not locate it more satisfactorily. The straw is thrown down into the feed room in the barn very conveniently. The cattle below sheep. It is then thrown into the different mangers where the stock may eat what they desire, and what they leave is used for bedding. We all know the inconvenience of bringing straw from a stack in the yard when frozen, and on windy days, especially in March or April, when we desire dry.



STORING STRAW UNDER COVER.

straw for bedding the new arrivals in flock and herd when we find the straw stacked in the yard to be low or entirely worked down.

Filling the mow with threshing time is not nearly so hard as some might suppose. I go into the mow myself and hence know whereof I speak. With the blower or wind-stacker (we now have no other) we can place it almost in any portion of the mow. By using truss rods and braces we have no inside timber at all in the straw mow to interfere in any way. Let the man who is manipulating the stacker and who usually stands on the rear of the machine take his place at the end of the stacker where it enters the mow and then he can see clearly at all times just where you want the straw and the man in the mow need only to level and tramp. Storing my oat straw saved the outlay of dollars this spring in the purchase of high-priced hay, as I fed my entire oat straw crop with profit. Where it is at all possible give some attention to the matter of storing straw under cover and easy of access at all times, and my word for it, you will never regret it.—C. R. Wagner, in Ohio Farmer.

### Barley as Food for Stock.

Barley is not extensively grown, yet it is a superior stock food and will grow on soils that will not produce wheat. In England hogs are fattened on barley, and the meat contains more lean than that produced from corn. In feeding pigs as a test barley gave better results than corn, a pound of growth being secured from three and a half pounds of barley, at a cost of two cents per pound, which was better than from any other food. Pigs, however, grow more rapidly than adult hogs. Ground grains proved superior to the unground. In steer feeding both corn and wheat surpassed barley, and with lambs the results were about the same with corn, wheat and barley. Corn and barley mixed gave better results than either alone in some cases. These tests should make barley a favorite where it is not now grown at all.

### Provide Shelter for Stock.

Shade is as essential to the comfort of live stock in the summer season as food. It is just as good economy to spend a few dollars for shade as to provide a ton of bran—if it adds to the comfort of the stock. On most farms the shade can be provided at only the cost of labor. A few posts set in the ground with poles laid across them and covered with straw or hay serves the purpose. There will always be circulation of air under it and comparative comfort. It may not be a very slightly affair, but it is humane.—Midland Farmer.