GENERAL BARN FOR SMALL FARM

Design Such That Dairy Herd and Horses May Be Handled Under One Roof.

ABSOLUTELY NO WASTE SPACE

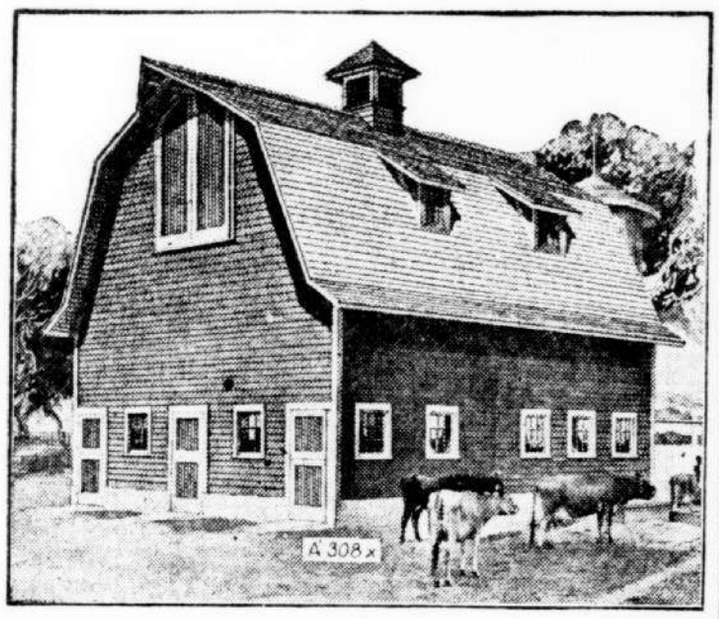
Trussed Roof Provides for Utilization of Entire Upper Part of the Structure—Doors of Modern Build—Ventilation and Feeding Arrangements Perfect.

By WILLIAM A. RADFORD.

Mr. William A. Radford will answer questions and give advice FREE OF COST on all subjects pertaining to the subject of building work on the farm, for the readers of this paper. On account of his wide experience as Editor, Author and Manufacturer, he is, without doubt, the highest authority on all these subjects. Address all inquiries to William A. Radford, No. 1827 Prairie avenue, Chicago, Ill., and only inclose two-cent stamp for reply.

There are thousands of farms all over the country that are not large enough to support a complete set of barns of all the various kinds that are in use, so the solution of their problem lies in the combination barn. The combination barn is designed to handle a dairy herd and the horses that are needed, under the same roof. A heavy door separates the two parts of the barn.

Combination barns are made in many different sizes, but as a general rule only the smaller sizes are built. If a large combination barn is to be built it is better to rearrange the plans



and divide the animals so that the horses and the dairy cattle come under separate roofs. This is especially true if the owner intends to handle quite a few horses. There are, of course, no real objections to combination designs as long as the two parts of the barn are kept separate by the use of a wall and carefully built doors. The combination barn shown here is about the right size for a 40-acre farm. Space is provided for 12 or 14 cows and from 5 to 7 horses.

The roof is of the self-supporting type. The lower rafter or gambrel roof is 6 inches by 6 inches by 14 feet long, while the upper rafter is 6 by 6 by 12 feet long. The bracing is taken care of by the timbers 1 inch by 8 inches. Two of these braces are used by each of the upper rafters and one for each of the lower rafters. The lookout rafters are made from 2 by 4's.

The trussed roof for barns has one of the greatest factors for utilizing all the space in the barn for various purposes. The braced gambrel roof, such as is shown in the illustration, is the commonest type, but round barns are frequently built with a braced roof. Either type leaves the entire upper part of the barn entirely free from all obstructions, so that it can be most readily utilized as a haymow. The unobstructed space also allows the installation of the hay track in the peak of the roof. The track is fastened to a collar beam, which is a short beam placed between the upper rafters, and serves the double purpose of supporting the track and bracing the rafters. Many manufacturers of the equipment used furnish special hanging irons that are easily attached to the collar beams and which support the track down below. If this style of equipment is used it will save considerable time and trouble to have the collar beams all even and true. The collar beams are set as high as possible so as to bring the track well up into the peak.

The change in the appearance of barn doors is a feature of modern barns as compared with the old sheds that formerly served as barns. Anything would do for a door in the old days. The sliding doors always had at least one roller off the track and hung down with a mournful droop. The hinged doors were broken so that their only value was to bang up against the side of the barn in the wind. The excuse was often made that the doors didn't fit very well, but the cracks around them helped in ventilating the barn. Now that we have a regular ventilating system, broken-down doors have no reason for existing.

The doors shown in this barn are all of the most modern construction. Double sliding doors are used in the gable for placing hay in the mow. These doors are placed on slanting tracks close up under the eaves, where they will be protected. Being on the outside of the barn they are never in the way and do not take up valuable space in the mow.

All the other doors into the stable are Dutch doors. The upper and the lower half open separately. The advantage of this type of door is more pronounced in the summer than in the winter. In the summer the upper door can be left open so as to insure a good circulation of air through the barn, and the cattle or horses can be kept inside without tying them up or placing them in the stanchions.

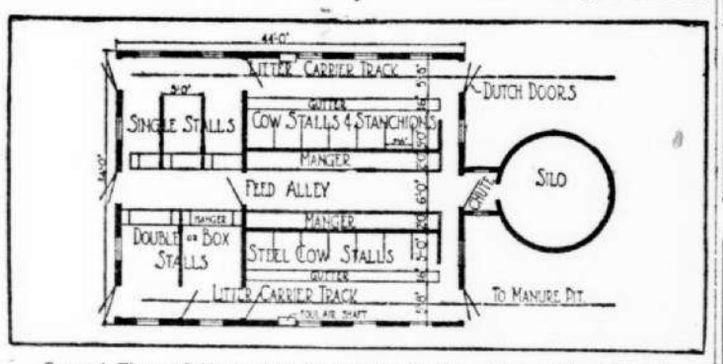
The ventilation is taken care of in the usual way for a barn that is arranged with the dairy cattle facing in. Intake flues for the fresh air are brought in with openings above and in front of the cows. In back of each row of cattle is an outtake flue that passes up the wall and along under the roof to the ventilator.

A litter carrier track is placed back of each row of cows, and the track for this passes out through the back of the barn to a manure pit. The entire floor of the cow stable is of concrete, but often the horse part is made with a wood block or cork floor in the stalls where the horses have to stand. Either type of floor is easy to clean, as it can be washed out with a hose after the cattle have gone out.

The feeding arrangement in this barn is compact and easily handled. The silo is placed up close to the back part of the barn and has a chute which empties the silage directly into the feeding alley. From here it can readily be placed in the mangers, which are built of concrete the same as the floor itself.

The horse stable is separated from the dairy barn part by a wall with three doors placed in it. Two of the doors are in the litter alleys and the other is in the feed alley. Three single stalls are placed on one side in this part of the barn, and across from these are two wide stalls that can be used either for two horses or can be finished off as box stalls.

The entire arrangement of this barn presents an attractive design for the man who wants a compact barn for some dairy cattle, with room for the horses that are used around the farm.



Ground Floor of Horse and Cow Barn Design. Size, 44 by 34 Feet.

Russia Hiding Gold in Siberia.

In the American Magazine a well-known American banker writes an article entitled, "The Money Side of the War," in which he presents many inside facts about the financial situation of the nations at war. In the following extract he tells where Russia is hiding some of her gold:

"Curiously enough, the Russians have placed one of their gold mints at Irkutsk, in the heart of Siberia, where a hostile army invading from either the west or the east would have to travel about two thousand miles over the Russian steppes to get at that gold."

Still Possible.

Because a man walks along the street without his overcoat it does not necessarily follow that you are right in assuming that he has put it in hock.—Collier's.

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CHARTER

OF KELLS SURGICAL SPECIALTIES COMPANY, INC.

United States of America, State of Louisiana, Parish of Orleans.

Be it known, that on this 29th day of the month of June, in the year of our Lord one thousand nine hundred and sixteen (1916), before me, Watts K. Leverich, a notary public in and for the parish of Orleans, State of Louisiana, duly commissioned and qualified, and in the presence of the witnesses hereinafter named and undersigned, personally came and appeared the several persons whose names are hereunto subscribed, all of the age of majority, who declared that, availing themselves of the provisions of the laws of this state relative to the organization of corporations, they hereby form themselves into and constitute a corporation for the objects and purposes, and under the stipulations hereinafter set forth.

Article I.—The name and title of this corporation shall be Kells Surgical Specialties Company, Inc., and under its said corporate name it shall enjoy succession for the full term and period of ninety-nine years from and after the date hereof, and shall have power and authority to contract, sue and be sued, to accept and receive mortgages, pledges, or other hypothecations; to make and use a corporate seal and the same to break and alter at pleasure; to purchase, receive, lease, hold, or otherwise acquire and convey, as well as mortgage and hypothecate under its corporate name, property both real and personal and mixed; to borrow money and make and issue bonds and other evidences of debt, and to secure the same by mortgage or otherwise; to name and appoint such managers and directors, officers and agents as the interest and convenience of said corporation may require; and to make and establish, as well as alter and amend at pleasure, such by-laws, rules and regulations for the management and regulation of the affairs of the corporation as may be necessary, proper or convenient.

Article II.—The domicile of this corporation shall be in the city of New Orleans, and all citations or other legal process shall be served upon the president of the corporation, or in his absence upon the vice-president.

Article III.—The objects and purposes for which this corporation is established, and the nature of the business to be carried on by it, are declared and specified to be: To apply for, obtain, register, purchase, lease, or otherwise to acquire and to hold, use, own, operate and introduce, and to sell, assign or otherwise dispose of, any trademark, trade names, patents, inventions, improvements and processes used in connection with or secured under letters patent of the United States or elsewhere or otherwise and to use, exercise, develop, grant licenses in respect of, or otherwise to turn to account any such trade-marks, patents, licenses, processes, inventions and the like, or any such property or rights; to manufacture and deal in articles covered by such patents, trademarks, inventions, improvements or processes which the company may acquire, or may consider acquiring; to transfer any of its property or its entire assets and business in exchange for stock in other corporations; and generally to do any and all such acts and things as may or shall be necessary, proper, or convenient to carry out said objects and purposes.

Article IV.—The capital stock of this corporation is hereby fixed at twenty thousand dollars ($20,000.00), divided into and represented by two hundred (200) shares of the par value of one hundred dollars ($100.00) each. The said stock shall consist of and be issued as two different classes: The first thereof shall be known as the preferred stock, and the second as the common stock, and there shall be one hundred (100) shares of each class. The preferred stock shall be entitled out of any and all surplus net profits, whenever ascertained, to noncumulative dividends at the rate of eight (8%) per cent per annum in each and every year in preference and priority to any payment of any dividend on the common stock in such year. If, after providing for the payment of full dividends for any year on the preferred stock, there shall remain any surplus net profits, any and all such surplus profits not required, in the opinion of the board of directors, for the maintenance, improvement, enlargement and operation of the business of the corporation, or for the payment of its liabilities, shall be applicable to dividends upon the common stock of such year, to the extent of, but not exceeding six per cent (6%) upon the said common stock, when and as from time to time the same shall be declared by the board of directors; which dividends upon the common stock shall also be non-cumulative. The remainder of any such surplus net profits, after providing a dividend of eight (8%) per cent on the preferred stock and six (6%) on the common stock, shall then be applicable to the payment of further dividends equally per share upon both preferred and common stock. In case of the dissolution or termination of the corporation, the preferred stock and the holders thereof shall be entitled to preference and priority over the common stock in the distribution of the assets and property of the corporation; and upon dissolution, all the assets and the property of the corporation shall be applied first to the payment in full of the preferred stock at par, second, to the payment of the common stock at par; and then, any balance remaining shall be divided equally per share among the holders of the preferred and common stock. The holders of both preferred and common stock shall vote upon a parity. All of the said stock shall be paid for at par, in cash, or its equivalent in property, and all or any portion of the said stock may be issued and delivered to any person, firm or corporation for the equivalent of any trade-marks, trade names, patents, inventions, improvements or processes or licenses used in connection with or secured under letters patent of the United States or elsewhere, upon such terms and conditions as in the judgment of the board of directors may seem fair and proper, and as may fairly represent the value of the rights to be acquired and paid for in stock. The capital stock of this company may be increased to the sum of one hundred thousand ($100,000.00) dollars, and such increase may be either in preferred stock or in common stock, or in both, in such proportions as the directors and stockholders may determine. All stock shall be transferable only upon the books of the company, and in accordance with its by-laws and regulations.

Article V.—All the powers of this corporation shall be vested in and exercised by a board composed of not more than five and not less than three directors, who shall elect from their number a president, a vice-president and a secretary-treasurer. The said board of directors shall be elected annually on the second Monday in January of each year, the first election to be held in the year 1917. All such elections shall be by ballot, at the office of the corporation. Notice of annual meetings, as well as of special meetings of stockholders, shall be given by written notice mailed ten days in advance of the date fixed for such meeting, to each stockholder appearing as such on the books of the company, at his last designated address, or at the general delivery at New Orleans, if he has not designated an address. Each shareholder, whether holding preferred or common stock, is entitled to one vote for each share of stock standing in his name on the books of the company, said vote to be cast in person or by proxy, and the majority of votes cast shall elect. The board of directors shall have the power to fill all vacancies which may occur on the board, even though no quorum remain at the time such vacancies are to be filled. Failure to elect directors on the day above specified shall not dissolve the corporation, but the directors then in office shall remain in office until their successors are elected. The directors may elect such other officers as they deem necessary or convenient for the carrying on of the company's business, and shall have power to unite two or more offices and to confer the same upon one person, or to dispense with any office in its discretion, and to fix the salaries of all agents and employees. The board of directors shall also have power to make and establish, as well as alter and amend, all by-laws, rules and regulations necessary and proper for the support and management of the affairs and business of the corporation and not inconsistent with its charter. The board shall have power, without referring to the stockholders, to borrow money, execute mortgages, issue notes, pledges, bonds or other obligations, in such amounts and on such terms as in their judgment may be advantageous and generally to do all things reasonably necessary or convenient for the proper carrying on of the business of the corporation; and they are specifically authorized to issue and deliver full-paid shares of stock and bonds or obligations of the company in payment of property acquired by said corporation, (as heretofore set forth.) Two (2) directors shall constitute a quorum for the transaction of business. At any meeting of the board of directors any director absent from the meeting may be represented by any other director, who may cast the vote of the absent director according to the written instructions of said absent director. Until the annual meeting in 1917 the board of directors shall consist of the following: C. Edmund Kells, post office address, 1217 Matson Blanche, New Orleans, La.; Edward Wheeler Carr, post office address, 6322 Cromwell Place, New Orleans, La.; J. Ogden Pierson, post office address, 417 Walnut street, New Orleans, La.; James B. Eaton, post office address, 1218 Arabella street, New Orleans, La. Of the foregoing J. Ogden Pierson shall be president, James B. Eaton, vice-president, and C. Edmund Kells, secretary-treasurer.

Article VI.—This act of incorporation may be modified, changed, or amended, or this corporation may be dissolved in the manner provided by law, by a vote of two-thirds of the entire outstanding capital stock of all classes present or represented at a general meeting of the stockholders convened for such purpose, after a previous notice shall have been given in the manner above required to be given of the annual meeting of the corporation. The capital stock of the corporation may be increased or decreased by proceedings in accordance with the laws of the State of Louisiana.

Article VII.—If this corporation shall be dissolved, either by limitation or from any other cause, its affairs shall be liquidated by three commissioners, to be appointed at the meeting of stockholders convened for the purpose of liquidation and to be elected by the vote of all the stockholders voting upon a parity. Said liquidators shall remain in office until the affairs of said corporation shall have been fully settled and liquidated, and they shall have full power and authority to transfer and give title to all the property and assets of the corporation, and to distribute the proceeds. In case of the death, disability or resignation of one or more liquidators, the vacancy shall be filled by the survivor or survivors.

Article VIII.—No stockholder shall ever be held liable or responsible for the contracts or faults of said corporation in any further sum than the unpaid balance due on the shares of stock owned by him, nor shall any mere informality in organization have the effect of rendering this charter null, or of exposing any stockholder to any liability beyond the amount due on his stock.

There is annexed hereto, to be read in connection herewith, an accurate, detailed and itemized description of certain patents which are to be given in exchange for the one hundred (100) shares of common stock in this corporation, together with the statement of the value of each patents as appraised by the directors. The preferred stock shall be issued only for cash.

Thus done and passed at my office in the city of New Orleans, on the day, month and year first above written, in the presence of St. John Perret and M. M. Hensone, competent witnesses, who have hereunto subscribed their names, together with me, notary, and said appearers, after due reading of the whole.

Original Signed: C. Edmund Kells, 1217 Matson Blanche, New Orleans, La., 100 shares common stock, 1 share preferred stock; E. W. Carr, 6322 Cromwell Place, New Orleans, La., 1 share preferred stock; J. Ogden Pierson, 417 Walnut St., New Orleans, La., 1 share preferred stock; James B. Eaton, 1218 Arabella St., New Orleans, La., 1 share preferred stock. Witnessed: St. John Perret, M. M. Hensone.

WATTS K. LEVERICH, Not. Pub.

I, the undersigned recorder of mortgages, in and for the parish of Orleans, State of Louisiana, do hereby certify that the above and foregoing act of incorporation of the Kells Surgical Specialties Company, Inc., was this day duly recorded in my office, in book 1105, folio ——.

New Orleans, June 30, 1916.

(Signed) EMILE J. LEONARD, Dy. R.

A true copy.

WATTS K. LEVERICH, Not. Pub.

july 8 15 20 27 aug 3 10

Railroad Schedules.

NEW ORLEANS, FT. JACKSON & GRAND ISLE.

Algiers Station.

WEEK DAY TRAINS:

Lv.		Ar.
6:30 a. m.	HERO LOCAL	6:55 p. m.
8:05 a. m.	Lower Coast Special	6:55 p. m.
4:05 p. m.	*Buras Mail	9:45 a. m.

*On Saturday, leaves at 5:00 p. m.

SUNDAY TRAINS:

Lv.		Ar.
7:00 a. m.	Buras Excursion	9:45 a. m.
11:00 a. m.	Buras Excursion	2:45 p. m.
5:00 p. m.	Buras Excursion	8:45 p. m.

(Daily except Sunday)

PONTCHARTRAIN RAILROAD

SUNDAY SCHEDULE.

SOUTH—Leave Milneburg—5:30 a. m.; 7:00, 8:30, 9:35, 10:30, 11:30 a. m.; 12:30 p. m., 1:30, 3:00, 4:30, 4:00, 5:00, 5:30, 6:00, 6:30, 7:00, 7:30, 8:00, 8:30, 9:00, 9:30, 10:30, 11:30 p. m.

NORTH—Leave Pontchartrain Junction—5:00 a. m., 6:00, 7:30, 9:00, 10:02, 11:00 a. m.; 12:01 p. m., 1:00, 2:00, 3:00, 3:30, 4:00, 4:30, 5:00, 5:30, 6:00, 6:30, 7:00, 7:30, 8:00, 8:30, 9:00, 10:00, 11:00 p. m.

WEEK DAY SCHEDULE

In Effect Wednesday, June 14, 1916, at 5:30 A. M.

Leave Milneburg—6:00 a. m., 7:00, 8:35, 10:00, 11:00, 11:50 a. m.; 1:00 p. m., 2:20, 3:25, 4:40, 5:40, 7:00, 8:15, 9:30, 10:30 p. m.

Leave Pontchartrain Junction—5:30 a. m., 6:30, 7:50, 9:20, 10:30, 11:35 a. m.; 12:35 p. m., 1:50, 2:50, 4:05, 5:10, 6:20, 7:40, 8:45, 10:00 p. m.

ELECTRIC CAR SERVICE

Between Algiers and Gretna.

Leaves Gretna, (Jackson Ave. Ferry Landing) passing through McDonoghville, to Algiers, meets Canal St. Ferry, passes Third District Ferry, Southern Pacific Terminals and viaduct, crossing over the Newton St. Viaduct, the Southern Pacific R. R. Yards, along the rear of the U. S. Naval Station, to the U. S. Immigration Station.

Returning over same route, meeting the N. O. and Western Railway cars and Jackson Ave. Ferry at Gretna.

GRETNA TO IMMIGRATION STATION.

From Gretna, 8 minutes, 28 minutes and 48 minutes after the hour.

Newton and Teche, 3 minutes, 23 minutes and 43 minutes after the hour.

Canal Street Ferry, 10 minutes, 30 minutes and 50 minutes after the hour.

Car Barn Pacific Ave., 15 minutes, 35 minutes and 55 minutes after the hour.

Elmira and Newton, on the hour and 20 minutes and 40 minutes after the hour.

First car leaves Gretna 5:28 a. m.

Last car leaves Gretna for Immigration Station 12:08 a. m.

Last car leaves Gretna for Car Barn via Newton and Teche Sts. 12:30 a. m.

IMMIGRATION STATION TO GRETNA.

From Immigration Station, 10 minutes, 30 minutes and 50 minutes after the hour.

Elmira and Newton, on the hour, and 20 and 40 minutes after the hour.

Car Barn Pacific Avenue, 3 minutes, 23 minutes and 43 minutes after the hour.

Canal St. Ferry, 10 minutes, 30 minutes and 50 minutes after the hour.

Newton and Teche Sts., 13 minutes, 33 minutes and 53 minutes after the hour.

First car leaves Immigration Station 5:30 a. m.

Last car leaves Immigration Station 11:50 p. m.

Last car leaves for Car Barn via Newton and Teche Sts., 12:10 a. m.

PACIFIC AVE. BELT CAR.

From Canal Street Ferry, on the hour, 20 minutes and 40 minutes after the hour.

Newton and Teche Sts., 3 minutes, 23 minutes and 43 minutes after the hour.

Elmira and Newton Sts., 5 minutes, 25 minutes and 45 minutes after the hour.

From Car Barn, 9 minutes, 29 minutes and 49 minutes after the hour.

ELECTRIC CAR SERVICE BETWEEN SCHEDULE:

LEAVE GRETNA—5:30, 6:30, 7:10, 7:30, 8:30, 9:10, 9:50, 10:30, 11:10, 11:50 a. m.; 12:30, 1:10, 1:50, 2:30, 3:10, 3:50, 4:30, 5:10, 5:50, 6:30, 7:10, 7:50, 8:30, 9:10, 9:50, 10:30, 11:10, 11:50 p. m.

Pass Harvey's Canal 7 minutes after leaving Gretna.

Reach Amesville 15 minutes after leaving Gretna.

LEAVE AMESVILLE—6:05, 6:45, 7:25, 8:05, 8:45, 9:25, 10:05, 10:45, 11:25 a. m.; 12:05, 12:45, 1:25, 2:05, 2:45, 3:25, 4:05, 4:45, 5:25, 6:05, 6:45, 7:25, 8:05, 8:45, 9:25, 10:05, 10:45, 11:25 p. m.; 12:05 a. m.

Pass Harvey's Canal 7 minutes after leaving Amesville.

Reach Gretna 15 minutes after leaving Amesville.

Last Car leaves Gretna for Amesville 11:50 p. m.

Last Car leaves Amesville for Gretna 12:05 a. m.

SOUTHERN PACIFIC.

Depart.		Arrive.
5:55 a. m.	—TEXAS LOCAL for Houston and all stations intermediate	5:10 p. m.
11:00 a. m.	—SUNSET LIMITED for San Antonio, New Mexico, El Paso, Arizona and California	8:20 p. m.
11:55 a. m.	—SUNSET MAIL for Houston, Galveston, Austin, Waco, Fort Worth Dallas, San Antonio, Del Rio and intermediate	7:50 a. m.
3:05 p. m.	—LAFAYETTE LOCAL for Lafayette and all stations intermediate	11:40 a. m.
7:45 p. m.	—TEXAS LIMITED for Houston, Galveston, Austin, Fort Worth, Dallas and other North Texas points	6:50 a. m.
11:30 p. m.	—SUNSET EXPRESS for Houston, Galveston, Waco, Fort Worth, Dallas, San Antonio, El Paso, California and intermediate points	6:45 p. m.

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