Three-Cow Farmers.

phis Commercial-Appeal.

e used to hear a great deal about 'one-horse farmer." At first the was used derisively. It was ap- to the man whose acres were so ed that he used only one horse did all the work himself. Then term was broadened to include najority of farmers whose opera- were so limited that they were nown as planters.

ay in Tate county they have a kind of a farmer. They are two three-cow farmers. And he tells at intelligent dairying methods yed by these two and three-cow ers are swelling the monthly in- $20 to $40 a month. We learn one dairy farm which began op- erations about eight months ago is shipping out about $400 worth of milk a month.

When the farmers begin diversifying as they should and begin paying attention to the raising of poultry and pigs and running dairies, even on a small scale, they will soon forget that there ever were such things as "tight years" and mortgages and bankruptcy. It will not matter whether the farmer is a "one-horse," "two-horse" or "thousand-acre" farmer, he will be able to feed himself, meet his obligations and deposit money in the bank instead of borrowing it.

Some time the boll weevil is going to come sneaking around and find that nobody is afraid of him! The one-horse farmer will be able to give the pest the "horse-laugh" if he makes the most of his opportunities.

Pullman "War Tax."

Traveling salesmen and others interested object to paying "war tax" to ride in Pullman cars seven years after the armistice. The Interstate Commerce Commmission recently turned down a petition filed by the International Federation of Commercial Travelers asking removal of the present extra charge that is half as much again as the regular charge. A bill to that end passed the last senate but was defeated in the house. Representative McLaughlin, Republican, of Nebraska, will introduce a similar measure in the next Congress.

DINNER STORIES

Employee: "Boss, I've got to have a raise in salary 'cause I got married last week."

Boss: "I'm awfully sorry but we can't do it because we are not responsible for accidents occuring outside of working hours."

He: "How did your father get his start?"

She: "I'm not sure, but I think mother found him in neutral and cranked him up."

The poor young suitor was becoming desperate in his attempt to win his fair one's hand.

"I'll do anything in the world for you!" he cried.

"I'm sorry, but you're too late," she replied sweetly. "I've just accepted a young man whose father did all that."

"Isn't there some fable about the ass disguising himself with a lion skin?"

"Yes, but now the colleges do the trick with a sheepskin."

"Where are you going, my pretty maid?" "Whonell wants to know?" she said. "Where are you going?"—to another maid. "Noneyadarnbisness, sir," she said.

Handsome Salesman: "Couldn't I interest you in a automobile?"

Pretty Girl: "Perhaps you could. Come around in one some day."

One guy who had only been driving for fifteen minutes speeded down the main street at forty miles an hour. He'd be going yet if a building hadn't stopped him.

Stewart's Washington Letter

BY CHARLES P. STEWART
NEA Service Writer

WASHINGTON — Washington has now probably the most complicated traffic code in the country.

The original idea was to make the capital America's model in the handling of automobiles—a nice place for drivers and a paradise for those who walk.

Unfortunately the code's compilers put too much into it, in an effort to make it cover everything. They also followed the congressional method, in including numerous regulations which either mean nothing at all or else mean two or three different and conflicting things, until they're "interpreted."

The trouble is, the "interpretations" differ and conflict, too.

An autoist, "interpreting" a rule one way, is pinched by a copper who "interprets" it otherwise. The judge, with an "interpretation" all his own, simultaneously bawls out the cop, for the latter's "interpretation," and soaks the prisoner for his.

Taking his lesson to heart, the autoist starts out next morning, full in the faith that he knows what's what, only to be run in presently for doing exactly what he was fined for not doing the day before, the tricky regulation having been "re-interpreted" by some still higher authority overnight and now implying something that neither the autoist, the cop nor the traffic judge had thought of before.

If anybody imagines this doesn't cause confusion, let him visit Washington and see.

TO PUT COUNTY HOMES ON BETTER PAYING BASIS

May Be Made Nearly Self Supporting Says Dr. Brooks.

Raleigh, N. C., Aug. 12.—County homes might be made more nearly self-supporting and become a place where a certain grade of feeble-minded children could be well taken care of, if these homes would work in co-operation with the county agents employed by the North Carolina State College in 75 counties of North Carolina. This is the belief expressed by Dr. E. C. Brooks, president of the college, who recently made a tour of certain counties, in company with Director I. O. Schaub, of the Agricultural Extension Service. Dr. Brooks visited some five or more counties in which he observed closely the work of the agents in the field.

"I was particularly impressed with the work done in Iredell county, where the superintendent of the county home and our farm agent, R. W. Graeber, work in close co-operation," said Dr. Brooks. "The farm belonging to this institution is handled in a fine way, I found, and helps to make the home self-supporting. It is largely due to the suggestions for better farming made by the county agent that this is true."

Dr. Brooks studied closely the results being secured at the Iredell county home and returned to Raleigh impressed with the belief that of the superintendents in charge of these institutions would work closely with the farm agents in other counties where such agents are employed, it would be possible to put all such homes on a better farming basis.

Dr. Brooks stated that several agents are working in this way throughout Piedmont North Carolina and are thus rendering an excellent service to the counties.

It is the opinion of Dr. Brooks, he said, that if all the homes could be put on a self-supporting basis, that certain of the higher grades of feeble-minded children would thus be taken care of in their home counties.

Odd Accidents at Sea.

The shipping board freighter Saugus collided with an iceberg off Cape Race and rested on a submerged ledge for an hour before some unexplained movement freed her.

A lighted match carelessly tossed into the hold caused an explosion that destroyed the gasoline cruiser Crystal with a loss of five lives off Atlantic City. A pleasure club was holding a picnic at the time.

The disappearance of Miss Elizabeth Cromwell, wealthy New Yorker, from a steamship in mid-Atlantic led to the assumptiion that she had fallen overboard. She was a cousin of the twin sisters, Dorothea and Gladys Cromwell, who were drowned in the Bay of Biscay on their way home from France during the war.

Fifteen lives were lost when the Cunard liner Tuscania rammed and sank the fishing schooner Rex 200 miles off Halifax.

When machinery of the Eagle boat No. 6 broke down, the crew of 56 naval reservists drifted about for six days until rescued by a coast guard vessel. Sharks alongside the disabled ship did not allay the fears of the land sailors.

Although Mlle Lenglen was the winner in singles in the British women's lawn tennis tournament this year she did not carry back to France the $250 challenge cup that goes with the championship. This was because of the rule of the All-England Lawn Tennis and Croquet Club that no challenge cup or trophy may be taken out of the United Kingdom.

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