

The Farm

Keeps a Lantern Safe.
The lantern is a barn necessity, but it is not necessary to take risks of setting the place on fire. Keep the lantern out of the stalls. Run a wire across the barn, behind the stalls, and high enough to be out of the way. Then with a hook or rein snap the lantern may be suspended to the wire and quickly moved along the whole length of the barn.—Tribune Farmer.

Milk Pails.
The subject of milk pails was gone over at some length in a recent Massachusetts dairy meeting. Objection was made to the so-called sanitary pail, with closed top and strainer. It was asserted that the best authorities favor the pail with a partly closed top, but without strainer, the opening being about eight inches across. It was asserted that the strainer does not help the quality or cleanliness of the milk.—American Cultivator.

Dynamite the Stump.
Dynamite is surely a help in taking out stumps and rocks. Whether it pays or not depends upon the value of land. If rough land is to be set to apple trees, only a few of the stumps need be blown, and the fruit trees set in their places. The other stumps, if barked and sprouted, will be gone by the time there is much fruit to be harvested, and the tree may be kept growing among the stumps and roots by mulch or hand cultivation.—American Cultivator.

Cattle Colors.
Will you kindly give me the colors of Durham, Ayrshire and Hereford cattle? A. W. P. "Durham," generally called Short-Horn, cattle, are red, white and roan, the last being a mixture of red and white, almost confined to this breed; they never have any black, except about the muzzle, and it is objectionable there. Ayrshires are red, brown and white, sometimes with black muzzle. Herefords are red, or red and white, and always have white faces.—Country Gentleman.

Ducks on the Farm.
It will pay to add ducks to the poultry department of every farm. Nothing was ever known to grow so fast and cause so little worry and work as ducks. Everything is "grit" that comes their way. They consume vast quantities of coarse foods and convert it rapidly into flesh and money. They are independent of the caretaker except so far as food is concerned. When they have grown to be two or three weeks old, they even provide the greater part of their own food by hunting for it. They are the happiest, brightest and most independent things on the farm. They require a house or houses of their own, plenty of water to drink and puddle their bills in, and grit in some form. Their houses should be sprinkled well with sand or dry litter, and swept out every day.

If one has many of them, a park of their own fenced off with poultry netting is best for all concerned, for they are always getting into the drinking water set out for the hens and chicks. A large park need not be very expensive. Low netting answers every purpose, unless you wish to keep every hen out of their yards, and that is really best, for hens and ducks do better if kept separate, but for the sake of cleanliness and comfort it would be better to have the ducks by themselves.—Farmers' Home Journal.

The Horse and the Food Supply.
The supersession of the horse, by reason of the use of mechanically propelled vehicles for transportation, is expected to be practically complete in the cities of the United States by 1930—that is to say, by the time young Americans born next year are old enough to vote. The only employment for horses by that time, it is calculated, will be in the labors of the farm.

One of the results of this phase of evolution will be the simplifying of the problem of keeping the streets of cities clean. There will be less dust, and fewer flies. This is a direction in which physicians look for sanitary gains. Another effect of the elimination of the horse is suggested by a correspondent of a New York newspaper. He estimates that at the present time there are 20,000,000 horses in the United States, and that 80,000,000 acres of good land are cultivated for the purpose of sustaining them. Fifty million of those acres, he figures, will be released from this use by 1930, and will become available for growing food for human beings. If sown to wheat these acres might be made to add a billion bushels annually to the wheat crop—an amount considerably in excess of the present annual wheat harvest of the United States.

Statistics, in some hands, assume the aspect of an exceedingly cheerful science. In the present instance it makes a suggestion which should go far to allay the fears of those who are apprehensive regarding the prospects of a continuance of the food supply in view of the rapid increase of population in the United States.—Milwaukee Evening Wisconsin.

Some Farming Doesn't Pay.
A few days ago I had occasion to stop over night with a farmer in Northern Illinois, and as usual I got up pretty early the next morning,

just to nose around and see things. I found lots of things to grumble about. There were probably 100 hens about the place and half as many turkeys and ducks, but there was not even a pretence at a poultry house. The fences, trees and the machinery under the sheds were the roosting places. Not many eggs could be expected from hens freezing their combs and feet roosting in the tree tops or on the steel braces of a harvester. There were piles of straw and fodder around there, so that if nothing more substantial was made, at a very small expense and a day's time a warm shed could have been put up. So much for poultry. It was a losing proposition.

The cows were more expensive. There were nine head being fed during the winter. Three were giving milk—that is, about two quarts each at morning and night. These cows were fed straw, cornstalks in the field and mighty little of anything else. The dogs were sent after them in the fields and brought them home on a run.

Other things about the farm were run in the same fashion. Of course that farm did not pay, but what other business would stand such methods for even twelve months? — L. C. Brown, in Tribune Farmer.

Advantages of Dehorning.
There are many advantages in dehorning cattle. When not dehorned many cattle are very mean and harmful, and often gore other cattle, horses and sometimes even people. When dehorned all fear of this kind is removed. The cattle are much more easily haltered and can be more easily handled and haltered or put into stanchions when free from horns. Many fences and gates are often destroyed by the rubbing and scratching of the horns. All the energy and strength which would be put into the large horns would be distributed to some other part of the body if the cattle are dehorned. When feeding the cattle together and when feeding them salt, if all are dehorned no one will get it all or gore another while eating. The males of the herd will be much gentler and kinder if they have no horns to gore others and possibly men.

There are many ways to dehorn cattle. When the horns or buttons as they are sometimes called, first appear on the calf then is a good time to remove them, for it will not pain the calf or injure its growth; and it can be done by clippers made for the purpose or by a sharp knife. When the cow is older and larger cattle may be placed in a narrow stall and after securing their heads fast with ropes, use a common meat saw to remove the horns, and they should be sawed off near to the head so they will not grow out again. A patent machine is also used to remove the horns by a knife between two levers, but I think this still more cruel than the use of the saw.—J. A. S., in the Indiana Farmer.

The Wool Taste in Mutton.
It has been pretty well conceded that the wool coming in contact with the flesh in dressing is the cause of "woolly" mutton, but it is doubtful if it is not proper to charge the "woolly" taste to slow dressing. The wool coming into contact as it does only at the opening of the stomach cannot possibly impregnate the whole carcass with the undesirable flavor of "woolly" mutton. The cause of "woolly" mutton is unquestionably gas accumulating in the stomach after the death of the lamb or sheep. It takes but a very short time for decomposition to set in where the entrails are left in a dead animal, and the "woolly" taste and smell of mutton very much resembles that of decomposition in a slight form.

In the case of old sheep their mutton carries a "woolly" taste, due no doubt to the presence of excessive yolk in the skin. "Woolly" mutton is more in evidence during summer months than at other seasons. The starting of the yolk has, no doubt, something to do with this.

Rapid butchers are usually the cleanest butchers, and they who dress their lambs in the usual time of less than fifteen minutes rarely have cause to complain of wooliness. Of course the time mentioned is not very rapid dressing.

A sheep dressing match for \$50 a side between R. Addy, of Barnsley, England, and J. Thomas, Sheffield, England, took place some time ago, when Thomas won by twenty seconds. He completed his animal in two minutes and fifteen seconds. The peculiar part of this contest was that the contestants had to walk a distance of five miles, after which they were allowed ten minutes in which to change their clothes for the killing contest.

In large, well equipped slaughter houses lambs are hung by their hind legs and stuck. In small ones, they are either stuck on a sticking bench or placed on their left side in such position over the slaughter house gutter that it receives the blood of the victim. The head, or nose rather, is taken in the left hand and the knife plunged clean through the neck just back of the ears and as close to the jaw as possible and the jugular vein severed by cutting toward the vertebrae. It is entirely unnecessary to cut the windpipe or food channel in sticking.—Shepherd Boy, in Modern Sheep.



GOOD ROADS

A Suggestion of Great Promise.

New York State has authorized the expenditure of \$191,000,000 for the building of a modern waterway, much of which simply enlarges the route of the famous Erie Canal. It has been suggested that the 325 miles of practically level road represented by the towpath of the old waterway, or in view of the indefinite delay in the completion of the new canal and the political scandals already growing out of it, the canal itself be filled in to form what would undoubtedly be one of the greatest highways that any State in the Union could boast of. The State has pledged itself to the completion of the large canal, but that might be entirely changed by an avalanche of public sentiment in the not distant future.

By taking advantage of the bed of the canal a vast amount of preliminary work and its cost would be avoided, and as the route of the canal is naturally characterized by long, stretches and sweeping curves of large radius, the actual rise to be overcome being so small that when distributed over but a small portion of the available distance, the grade would be imperceptible. In fact, to those at all familiar with roads or road building, it is hardly necessary to dilate upon the tremendous advantages that would accrue to the State from the successful completion of such a highway as this, and it is next to impossible to estimate the benefits that would be derived therefrom. New York has shown its progressiveness in the matter of good roads by appropriating \$50,000,000 for their building. A substantial portion of that sum could not be employed to better advantage than in the construction of such an ideal highway.—The Automobile.

Those Straight French Roads.

There are many sections of the chief roads in France which run for miles in an absolutely straight line. The country is invariably rolling and it is nothing unusual to come to the summit of some hill and see the road stretching away in front as straight as a die as far as the eye can reach. Another feature of the French roads is the entire absence of fences. Fields come to the very edge of the grass bordering the rows of trees that line the roads and in Normandy and Brittany, especially, every foot of the acreage seems to be tilled. In many places both gutters of the road on hills are carefully paved with stones so that the water may be carried off without cutting ruts in the macadam at the edges.

Motoring is ideal when it can be enjoyed under mile after mile of arched foliage, past fertile fields and picturesque, though often poverty-like thatched cottages, with here and there attractive chateaux and villages, as features of the landscape. Some one has said that motoring over one of the roads of France reminded him of winding up a great strip of white ribbon.—From "An Intimate Excursion," by Frank Presbrey, in The Outing Magazine.

Autos Are Hard on Roads.

In a discussion before the Indiana Engineering Society at its annual meeting in Indianapolis, it was stated that "the grided pikes, which are a source of pride throughout the State, must give place to the crushed stone road, and even this must be treated with asphalt or coal tar in its upper courses successfully to withstand the action of the automobile wheel. The pneumatic tire, which to the novice would appear a protection to the road bed, is the cause of the trouble. Its yielding surface, combined with the great weight of the machines and the high speed at which they are operated, creates a subtle, but powerful suction, which loosens the gravel and smaller stones and prevents their "binding" or amalgamating into a solid mass, which is necessary for a perfect roadway."

So it seems that we must build better roads for the machine. Are the farmers ready to foot the bills for them?—Indiana Farmer.

World's Best Highways.

French roads are generally recognized as the best and most complete in the world. The highways of France are good not because of any special talent for roadbuilding, but because of the constant, intelligent supervision of the department having charge of them.

Novel Road Tax.

By taxing outside undertakers \$1 for each body brought into the township for interment the authorities of Upper Darby township, which lies just outside Philadelphia and which contains several large cemeteries, expect to raise \$3000 a year for good roads.

Cars Run by Man Power.

Street railways with cars operated by manual power are in use at Mombasa, in East Africa. The light, narrow gauge tracks are laid through the street, and the cars are for hire, like cabs, or are the private property of officials and wealthy residents. They are little four-wheeled cars, with one or two cross seats, and each is propelled by two natives. Spur tracks are run into private grounds, so that persons can take the cars to their doors.—Philadelphia Record.

PRITCHARD UPHELD

Supreme Court Renders Far Reaching Opinion

ENDS QUESTION OF JURISDICTION

Supreme Court of the United States Adds Another to the Series of Notable Decisions During Present Term of Court by Refusing to Grant to Attorney General Young, of Minnesota, a Writ of Habeas Corpus Releasing Him From Penalty Imposed by United States Circuit Court and Affirming the Decision of Judge Pritchard Discharging Ticket Agent Wood.

Washington, Special.—In refusing to grant to Attorney General Young, of Minnesota, a writ of habeas corpus releasing him from the penalty imposed by the United States Circuit Court for the district of Minnesota on the charge of contempt of court in instituting a proceeding in a State court for the enforcement of the railroad rate law after the Federal court had prohibited such a course, and in affirming the decision of Judge Pritchard, of the United States Circuit Court for the western district of North Carolina, discharging from imprisonment James H. Wood, a ticket agent of the Southern Railway at Asheville, after he had been sentenced by the Asheville police court to serve a term on the rock pile on the charge of collecting for a ticket on that road a greater price than was permitted by the State railroad law, the Supreme Court of the United States added another to the series of decisions which have rendered notable the present term of that court.

In both cases the right of the States to fix rates for railroad transportation was the issue, and both involved conflicts between the Federal and the State courts. The decisions in each case was opposed both to the States and to their courts. The opinion of the court in both cases, was announced by Justice Peckham, and with the exception of Justice Harlan all the other members of the court stood behind him in the announcement of the court's finding. Justice Harlan read a dissenting opinion in the Young case in which he took the view that the suit was practically a proceeding against the State and therefore not permissible under the eleventh amendment to the constitution. He therefore characterized the opinion as era-making in the history of the court, and said it had the effect of closing the courts of a State against the State itself, and predicts that the result would be disastrous.

Justice Peckham's Opinion.

Justice Peckham's opinion as outlined in part as follows: "The court has decided: That by reason of the enormous penalties provided in the rate laws, by way of fines against the companies, and imprisonment of their agents and employees, the companies were in effect prevented from ever questioning the validity of those laws, as the risk of confiscation of property and imprisonment of agents in case the companies failed in their defense was too much to undertake in order to obtain a judicial decision of the question of such validity.

"Such laws are therefore held unconstitutional as they prevented the companies from resorting to the courts, and therefore deprived them of the equal protection of the laws.

"The question of the sufficiency of the rates to enable the company to obtain some return to its stockholders for their investment, has for many years been held to be one for the courts to decide, as it would be a violation of the constitution of the United States to fix rates so low as to be confiscatory if enforced.

"The laws providing rates for transportation of passengers and freight in the two cases under consideration have been held by the courts below to be so low as to be substantially confiscatory, and should therefore not be enforced until after further trials. The courts had jurisdiction to make such an order."

Justice Harlan's Opinion.

"Neither the words nor the policy of the eleventh amendment will under our former decisions, justify any order of a Federal court, the necessary effect of which will be to exclude a State from its own courts. Such an order attended by such results cannot, I submit, be sustained consistently with the powers which the States, according to the uniform declarations of this court, possess under the constitution. I am justified by what this court has therefore declared, in now saying that the wise men who framed the constitution and who caused the adoption of the eleventh amendment would have been startled by the suggestion that a State of the Union can be prevented by an order of a subordinate Federal court from being represented by its Attorney General in a suit brought by the State in one of its own courts, and that such an order would be inconsistent with the dignity of the States as involved in their constitutional immunity from the judicial process of the Federal court (except in the limited cases in which they may constitutionally be made parties in this court) and would be attended by most pernicious results."

THE WORK OF CONGRESS

Doings of Our National Law-Makers Day by Day.

A scene somewhat out of the ordinary was enacted in the House of Representatives because of a charge made by Mr. Mann, of Illinois, that Mr. Sulzer, of New York had put in The Congressional Record what purported to be a speech delivered by him last Saturday, but which Mr. Mann charged was not the one delivered. It all had to do with Mr. Sulzer's claim that he and not Mr. Mann was the author of the legislation which brought the Department of Commerce and Labor into being. A resolution offered by Mr. Mann to expunge the printed speech from the record was adopted by a strict party vote, but not until after the House had been treated to a bitter denunciation of Mr. Mann by Mr. Sulzer and several lively tilts between the latter and the Speaker. Mr. Sulzer characterized Mr. Mann as a "pettifoggling lawyer, mean and contemptible," for which he was called to order by the Speaker with the admonition that such language could not be used toward a member.

Anticipating that his speech would be ruled out and with the view to getting it back into the record Mr. Sulzer resorted to a piece of strategy by trying to have the speech read and later endeavored to read it himself, but the Speaker insisted that he could only address himself to the resolution to expunge.

Smarting under the action of the Republicans, Mr. Sulzer for the rest of the day posed as an obstructionist. He objected to all unanimous consent propositions, and halted the proceedings of the House for a considerable time by a point of no quorum.

After passing a number of measures relating to the District of Columbia, the House at 4:01 p. m. adjourned out of respect to the memory of the late Senator William James Bryan, of Florida.

The Senate for the fifth time in the present session, adjourned because death had robbed the body of one of its members. The announcement that Senator William James Bryan, of Florida, died was made by Senator Clay of Georgia, in the absence of Senator Taliaferro, who left Washington early in the day as a member of the committee which accompanied the body to Jacksonville.

The untimely death of Senator Bryan, who was familiarly known as the "baby" of the Senate, a title in which he took pride, came home to the Senators with more force than any which had preceded it. The seven sorrows that have come upon this branch of Congress since adjournment a year ago were a matter of solemn comment. The mortality record of the present session already is greater than in any previous entire Congress.

In submitting the usual resolutions providing for adjournment out of respect to the memory of the late Senator, Mr. Clay said:

Senate's Youngest Member.

"He was the youngest member of this body—had not reached his thirty-second year at the time of his death. His friends thought he had before him a career of great usefulness. Had his life been spared, doubtless their most sanguine expectations would have been realized. He possessed a charming personality and made friends wherever he went. He was studious, industrious and ambitious for his country's good. The people of Florida loved and trusted him, and he loved them, and Florida today mourns his death. This is not the proper time to eulogize his memory. At some future time and on an occasion appointed for that purpose the senior Senator from Florida will join with other friends of Senator Bryan in paying to his memory that tribute of affection, confidence and esteem which I know is felt by all."

The Senate was opened with



prayer by the Rev. Ulysses G. B. Pierce, of All Souls Church, who referred feelingly to the Senate's bereavement and to the sorrow of the family of the late Senator.

Announcement of the death of Senator Bryan was made in the House by Mr. Clark of Florida, who offered resolutions lamenting the death of "this illustrious son of our beloved Commonwealth."

The resolutions were unanimously adopted, and as a further mark of respect the House adjourned.

Democrats May Obstruct.

Determination to conduct a filibuster on all occasions where opportunity presented itself, in order to force the Republicans to action on an employer's liability bill and other measures deemed necessary of enactment was announced by Mr. Williams, of Mississippi, in the House of Representatives Tuesday during the consideration of the agricultural bill. He said he had waited until now to see some evidences of an intention to transact business which the people were demanding, but, finding none, had reached the conclusion that the time was ripe to force the hand of the Republican party. The Democrats cheered the announcement.

General debate on the agricultural appropriation bill continued throughout the day, except for a brief time when Mr. Sulzer, of New York, by way of retaliation for the action of the House in eliminating from The Record his speech of Saturday last, sought to have expunged some remarks of Mr. Dalzell, of Pennsylvania, regarding the rules. In that, however, he was unsuccessful. Many Democrats refrained from supporting his proposition.

Currency Bill in Senate.

The currency bill was practically given an exclusive right of way in the Senate until it is finally disposed of by an announcement by Senator Aldrich that he would move Tuesday to give it that status in the Senate.

A question brought out a statement by Mr. Aldrich to the effect that he hopes to see the creation of a joint commission of the Senate and the House authorized to consider permanent currency reform before Congress adjourns.

Fleet's Progress Rapid.

San Diego, Cal., Special.—Wireless reports from Magdalena bay tell of rapid progress being made by the 16 battleships of Rear Admiral Evans' command toward the completion of their record target practice. All of the firing so far has been at a range of 1,600 yards, or just short of one mile.

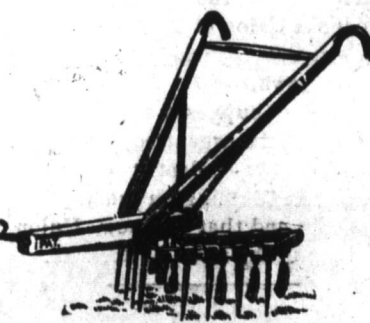
Impartial estimates give Taft 180 votes elected up to date.

Japanese Steamers Collide and Many Passengers Drown.

Tokio, By Cable.—The Mutsu Maru, an 800-ton coasting steamer belonging to the Yuzen Kaisha line was sunk in a collision with the Hideyoshi Maru, 696 tons, at 2:30 Monday morning two miles off Todoko, near Hakodate. The captain of the Mutsu Maru, a majority of her 244 passengers and 43 of the crew perished. The Hideyoshi Maru and another steamer rescued the survivors.

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