

PEOPLE TALKED ABOUT

RAILROAD HEAD RESIGNS



Marvin Hughitt, who has been president of the Chicago and Northwestern Railway company for nearly 24 years, has given up that position to accept the chairmanship of the board of directors.

He was born in Genoa, Cayuga county, N. Y., in 1837, and began his career as a telegraph operator at Albany for the New York and Buffalo Telegraph company in 1852.

It was during the latter period that Mr. Hughitt performed an operating feat that has never been surpassed. The government suddenly called upon the road to move a large detachment of troops at a time when the road was flooded with traffic.

In 1870 Mr. Hughitt left the service of the Illinois Central to become general manager of the St. Paul road, and a year later George M. Pullman induced him to become the manager of the Pullman company.

One of the most remarkable things about the chairman of the Northwestern's board is the fact that at the age of seventy-three he is able to do more than a more strenuous day's work than most railway presidents who are 25 years younger.

FRENCH REPUBLIC'S MASTER



The great railroad strike in France brought more than ever to the notice of the world a remarkable man. On the reassembling of the chamber of deputies Premier Briand created something of a sensation by declaring that he had proof, through confessions of the leaders of the recent railroad strike, that there was a deliberate plot to ruin France by violence, anarchy and civil war.

Briand, now prime minister and master of the French republic, was nobody ten years ago. At thirty-five he was an outsider, and, worse, seemingly a failure even as a lawyer.

Only genius could have led the ease-loving, half-fellow, café charmer—half newspaperman, half lawyer without cases—for ten years to dizzy power as the great man of France.

He was not of the ruling set of St. Nré. Possibly resentful, he certainly felt for the workmen, who at once despised him and swore by him.

Buying a second-hand press in Paris, he took it from the freight office along with a horse and wagon, and with one boy put it together, set the type and launched the Democracy of the West.

He quit St. Nazaire, his career apparently broken at the start, and began to write. Paris socialists were edified by the young stranger's grasp of their subjects.

He walked into the sovereign office of French deputy, first in 1902, again in 1906, and now, as simply, he has walked into the cabinet—and put himself at its head.

MISTRESS OF BIG MANSION



After nine years the most costly house in America has been finally completed, and presiding over it will be a petite young lady who has won her way to this queenly position through a courtship which once threatened to upset a section of Washington politics.

The house, when viewed from the exterior, appears rather heavy and massive for the space occupied, but, once within, one appreciates the real harmony of it all.

The bare structure alone cost \$5,000,000. And the copper king has reared this palace for one who not so many years ago was the daughter of a poor physician in Montana.

The senator sent his ward to the Boston Conservatory of music, where her progress was so marked as to cause him to send her to Paris, to perfect her studies.

It was during this period, says Human Life, that the senator began to roam. That his affection for his ward was of more than the fatherly order.

While society was busy linking his name with that of nearly every eligible young lady, he became assured his ward's feelings were the same as his own, and asked her to become his wife.

RESEMBLES "FIGHTING BOB"



John C. Hartigan, Brigadier-General of the Nebraska National Guard, frequently designated as the prototype of "Fighting Bob" Evans, is a conspicuous figure, particularly in the West at the present time.

From boyhood Hartigan was always "licking" somebody. After his school days were over he licked his opponents in two races for the majority at Fairbury. In 1897 he went to the Philippines as a private soldier and came home a captain.

Hartigan is known as a knight of the mailed fist, and he is one-to-ten shot as a favorite son of Nebraska. The force and efficiency of his military career have been fully demonstrated to his admiring fellow citizens, and it has come about that Hartigan has overwhelmed the popularity of that other illustrious Nebraskan, William Jennings Bryan.

Not Much of a Prize. The first prize in a lottery held at a sale at Abbeville, in France, was not a sum until the drawing took place, when the winner found, to his horror, that it consisted of two francs, in which figures were to be placed at the expense of the giver.

True Praise and Flattery. The unctuous hypocrite is in such contrast with the man of honor as is the slenderer and scandal monger. The fair and open faces of honest praise, the earnest of true affection in speech, the thrilling verdict of solid fame and real glory, are as far away from flattery as the stars are from mud puddles.



WASHINGTON.—Charles E. Hughes, former justice of the New York, is ready to go to the United States Supreme Court. He takes the greatest interest in the labor and his associates on the bench have found him to be a refreshing and reliable worker who

PIGEON IS EXTINCT

So Declares Game Commissioner of Pennsylvania.

Harrisburg, Pa.—To the ever recurrent question, "Are there any wild pigeons in Pennsylvania?" Chief Game Protector Joseph Kalbfus once more answers an emphatic "no."

Dr. Kalbfus has been investigating this subject on his own hook, and in co-operation with other seekers after knowledge for years, but feels that the wild pigeon, or passenger pigeon, is extinct, not only in Pennsylvania, but throughout the country.

The cause for the disappearance of this bird, which existed in flocks of millions a generation ago, can only be conjectured, but it seems that other causes besides wanton destruction by man are found. Dr. Kalbfus sums up the general situation in a letter on the subject, which he wrote to a group of local sportsmen who asked him for information on the subject. He wrote: "So many inquiries are coming to me regarding the presence of wild pigeons in the United States that I think it best to write you this short letter explanatory of our understanding of this matter."

In the Forest and Stream issue of September 3 will be found an article by C. F. Hodge, who is connected with the Clark university, Worcester, Mass., who has been for some years past investigating this matter. This gentleman writes that he has received several hundred communications relative to this matter, but that up to this time he has failed to prove the presence of a passenger pigeon anywhere in the United States.

"Many people write him that they are certain of their identification, that they know what wild pigeons are and are sure the birds are passenger pigeons. Investigation has invariably proved them to be turtle doves or the band tail pigeon, or some bird other than our passenger pigeon. Mr. Hodge says in concluding his article that while his investigation is not encouraging, it does not prove beyond the question of a doubt that passenger pigeons may not yet be found and he proposes to continue his investigation for another year. This, it seems to me, covers the ground absolutely, no difference what reports may be printed in the newspapers; no single instance of the existence in the United States of the presence of the wild pigeon has been proved."

South Norwalk, Conn.—Two hundred collared juncos guinea hens owned by Miss Sarah L. Davenport of Wilton are now giving nocturnal concerts to the great annoyance of Miss Davenport's neighbors, whose protests last spring forced her to get rid of 300 birds.

As a desperation, residents of Wilton, a short distance from here, have asked H. D. Ogden of New York to dig up a law which will force Miss Davenport to gag her pets between sunrise and sunset. It was Mr. Ogden who procured the court order prescribing capital punishment for every one of Miss Davenport's dogs, but when constables went to execute the order the animals had been shipped beyond the danger zone.

Soon afterward Miss Davenport established a vocal conservatory for ambitious guinea hens and at the present time she has 300 promising performers, mostly sopranos, under her care. They change the opera every night and on Sunday night give an extra performance.

An old law has been resurrected which makes it a misdemeanor to harbor any beast or bird that cries, whines, cackles or barks during sleeping hours, and the chances are that the guinea hens will be asked to show cause in a few days.

Miss Davenport is one of the most interesting women in this part of the state. Of a distinguished family, possessed of great wealth, she is tired of travel and retired on a large farm in Wilton about twelve years ago. She took a fancy to dogs, and soon had a

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DEER IN COLORADO

Berthoud, Colo.—Under the stringent game laws and the short open season, deer are growing more plentiful each year and this year the hunters have in nearly all cases obtained venison.

Deer meat was eaten in many Berthoud homes last week, despite the fact that the weather has been unfavorable.

In two instances recently deer were sighted within two hours' drive from the city, several parties going out in automobiles and obtaining shots.

Honor for Captain Sealby. Anna Arbor, Mich.—Captain Sealby, herd of the disaster to the steamer Republic in 1909, has been elected vice-president of the junior law class of the University of Michigan.

Captain Sealby entered the law department of the university last year, having given up a seafaring life after his ship was wrecked in a collision with the steamer Florida.

Buyers Land as Joke, Hita Oil. Galveston, Texas.—"Lucky" John O'Neill, the oil operator, brought in two wells, flowing 1,000 and 1,200 barrels, respectively, on his largest find, four miles from the Humble field on the San Jacinta river, in Harris county.

This is a new oil field of 150 acres, every foot of which O'Neill says is proven. Several test wells had been sunk on the land three years ago and all proved dry.

Four months ago the owner offered the land for \$200 and O'Neill, as a joke, bought it, remarking that if it ever turned out oily he would give the owner a liberal royalty.

He has refused \$50,000 for his interest from a Texas company.

Tin in His Eye 22 Years. Kansas City, Mo.—A piece of tin embedded 22 years ago at the base of the left eye of Louis Lebaron was removed the other day by a surgeon.

How True? "Homely women angle for men," says the Philosopher of Folly, "but a pretty girl depends on her curves."

CITY OF CONCRETE IMPROVED UTILITY AND CLEANLINESS

Kingston, Capital of Jamaica, is Completely Restored.

Buildings Are as Nearly Fireproof as it is Possible to Make Them—New City is Immense Improvement.

Kingston, Jamaica.—Kingston, the city which was wrecked by earthquake and ruined more completely by fire in January, 1907, again takes its place as the largest city in the West Indies outside of Havana. The work of restoration is almost complete, and although a few vacant sites remain unoccupied the principal shopping centers and the residential area have all been built up.

Almost without exception the new store buildings are of reinforced concrete and are as nearly fireproof as local conditions have made it possible. The principal streets are adorned by colonnades, some of a very imposing character. In King street all the public offices have been brought together in one block; and another similar block is about to be erected.

Public gardens and open spaces adorn the principal section of the city, the sites of these having been acquired by the government at considerable cost, much against the wish of the taxpayers. The results have, however, more than justified the expenditure, and Kingston is today more of a tropical town than it has ever been before within modern times.

The government buildings and the splendid structures of the Bank of Nova Scotia have served to alter entirely the appearance of King street from the sea northward. The harbor front has been completely restored and there is now talk of a sea wall or esplanade being constructed, not only to facilitate shipping, but to serve as a driveway or promenade. Plans are also under consideration for the construction of a new park to cover about forty-five acres of land.

Copenhagen's Deer Park. Copenhagen, Denmark, has the largest park of any city in the world. Its area is about 4,200 acres.

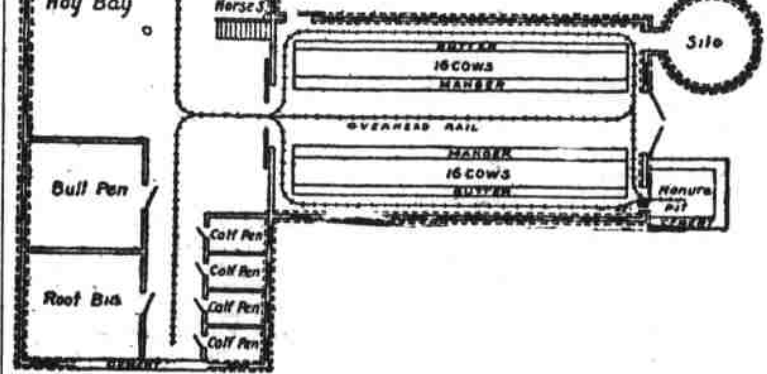
How an Ordinary, Old-Fashioned Structure May be Easily and Cheaply Changed Into Up-to-Date Sanitary Building.

All realize that a barn to be ideal must combine both utility and cleanliness. The sanitary condition cannot be obtained to perfection in basement barns, and so, recognizing this fact it has been drawn plans to show how an ordinary, old-fashioned basement barn can be easily and cheaply changed into an up-to-date barn; one which will be proud to ask our neighbors to inspect and one in which we can produce milk that will sell for a premium, writes W. A. Cooke in New England Homestead.

The barn as it stands today is a common, rectangular, farm barn with a basement for manure and hogs; with a driveway to the floor above on which we find the cows, horses and sheep. Above are the lofts with loose board floors through which the chaff and dust are constantly shifting to contaminate both milk and cows, for we know that dust is an ideal place for the growth of all bacteria, especially tuberculosis. Let us add an ell to this barn for the cattle with no storage room above. This ell should be

connect with the second floor from which the feeding is done. On the second floor of the main barn is a driveway from end to end with hay-bays on either side. The grain room is also located on this floor so the grain may be hauled up, mixed in the room, from whence it is shoveled into the feed car. Between the grain room and the east wall is an open space in which are the openings for the horse mangers. Inclined driveways at both ends enter the barn through doors 14 feet wide and 16 feet high. Above the doors are scaffolds so that all space may be utilized. The hay is unloaded by means of a horsefork running on a track to all parts of the lofts. The roof at present is a square roof, but were I to rebuild I should certainly put on a French roof as the storage capacity is greatly increased at but a slight advance in cost.

Paint will be considered a very necessary adjunct to this barn, so that it may harmonize well with the rest of the farm. Besides the beauty part



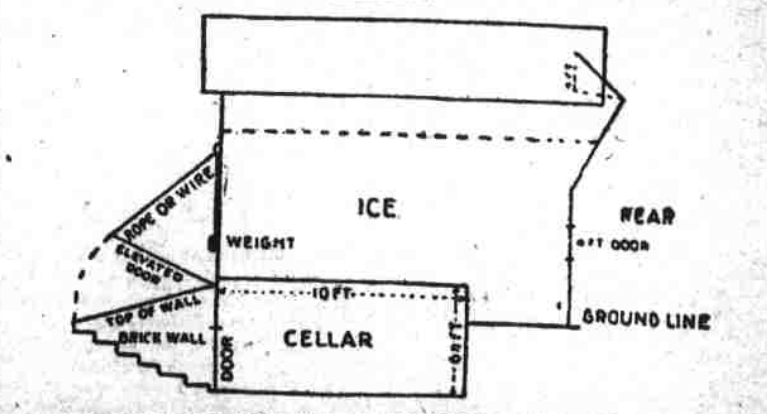
Ground Floor Plan of Improved Barn.

on the same level as the basement floor of the barn, the basement having been cleaned out and a cement floor put in. The cement floor should be continuous throughout the barn, having it level and without obstructions to hinder in the sweeping.

Sliding doors divide the main barn from the ell. The cows stand facing a ten-foot feed alley with a low two-foot manger, in front of them, and a one and one-half foot gutter having a six-inch drop behind them; four and one-half feet are allowed for the length of the platform. Between the gutter and the wall is a three and one-half foot space which gives ample room for cleaning. The walls are plentifully supplied with large windows so the barn may have quantities of sunlight. The manure pit is at the south end of the barn, just to the west of the large doors at the east side of the driveway and connected with the barn by a door and a short alley in a stove silo, with an inside diameter of 16 feet, and a height of 25 feet, giving a capacity of 90 tons which is sufficient to give us succulent food for 200 days. An overhead track connects all parts of the barn so that either the feed or manure can be easily do the work.

In the main barn we find five horse stalls, four calf pens, a bull pen and a large storage bin for roots. We also find a hay-bay connecting with the upper floor so that all hay for stock is easily pushed or unloaded into it. The overhead track comes through the doors from the ell so that feed can be easily loaded onto the car. The grain which is on the second floor may be landed by means of a shoot. The horse stalls are supplied with iron hayracks and grain boxes which the barn will last a great deal longer. The approximate cost would be \$2,500; this means buying all the material and labor at present prices. The two floor plans are given herewith.

COMBINED CELLAR AND ICEHOUSE



A combination of a cellar with an icehouse may be desirable under certain conditions where the cellar is to be used for cold storage. The plan shown in the illustration is for a building 14 feet by 16 feet and 10 feet high with a 10-inch wall filled with sawdust. When packing the ice, place it within 4 inches of the lining of the inner wall and fill the open spaces with sawdust. No part of the icehouse is underground. The cellar is beneath the icehouse. The cellar is 6 feet by 10 feet and 6 1/2 feet high inside measurement, though of course it can be made larger. The top of cellar is in the form of a half circle or arch, the middle of which extends 2 feet up into

the icehouse. The walls are of brick, plastered over with cement. Side walls are 8 inches thick and those of the arch 4 inches plastered outside and inside with cement. When building the arch wooden support should be used which is made of six-inch fencing supported by a 3 inch by 4 inch on each end. Two of these supports are required, placed about 2 feet from each end of the cellar and they are covered with six-inch fencing laid lengthwise of the cellar. All these wooden structures are removed after the brick arch is made. A drain (the extends around the outside of the cellar. The outside cellar door is raised and lowered by a weight and pulley.

FARMERS NAME THEIR PLACES

Gives Sort of Dignity and Air of Permanence to Farms and is Always of Great Convenience.

(By C. S. MILLER.) I am glad to see so many farmers naming their places. A name over the main gateway or on the gatepost gives a sort of dignity and air of permanency to the farm. A farm name is always a great convenience to travelers because few of our country roads are named and a farm cannot easily be located except by name. I know some farmers say it is a silly and sentimental practice but I do not agree with them. I do not think much of a man who is not proud enough of his home to give it a distinctive name. In the south nearly every plantation is named and these names carry with them something of the true spirit of the love of rural life. If we give our farms a name we will think more of them and our children will always associate with the name some of the pleasantest memories of their lives. More Bushels From Less Ground. The possibility of producing more bushels of grain from a given area, and thereby reducing the cost of production per bushel, is shown by President Waters of the Kansas agricultural school, when he says that, where Kansas "college-bred" wheat has been used for seed, the average yield has been increased five bushels per acre in that state. Similarly gratifying results have been obtained in other states. In Minnesota the yield has been greatly increased. Trials by 50 farmers in that state resulted in an average increase of 23 bushels. With better cultivation, better seed selection, better fertilization, and a rational rotation of crops, every farmer may increase his output and accordingly reduce the cost of production.

MAN ABOVE ANY MECHANISM

Prof. Amar Believes Human Machine Will Never Be Displaced—Made Many Measurements.

Paris.—That machinery never can replace the workman is the conclusion which Prof. Jules Amar has reported to the Academy of Sciences, after an interesting study of the man-machine.

"I took as the basis of my study," explained the professor, "the principle that a man who eats liberally ought to recuperate in weight every 24 hours. If his weight lessens he works to excess, but if his weight increases he has not expended the maximum effort. After hundreds of measurements, covering a considerable period, I found that the human machine gives a profit of 35 to 50 per cent on the expenditure, but that the best artificial machine returns only 14 per cent. It is apparent that man is superior to all mechanisms. Man, however, always wastes energy during the first five minutes of work, before reaching his equilibrium."

"Soldiers ought to be able to march 35 kilometers (21 miles) a day at the rate of five and a half kilometers (three and one-third miles) an hour, carrying 45 kilograms (99 pounds). Negroes, whom I studied in Algeria, show superior resistance, but less intensity than white men. The man-machine will always be superior in delicacy, though naturally inferior in strength and speed."

Studier of an English scientist, who has discovered that Monday's labor is the most inferior and Tuesday's the most superior, owing to the curious action of Sunday as a rest day, and that the workmen who does not rest gradually loses his energy, are aroused, been interest among French scientists. The lassitude of the French workmen on Monday is proverbial. Obstacles a Help. Obstacles in some pedants to the sun determined to overcome them.