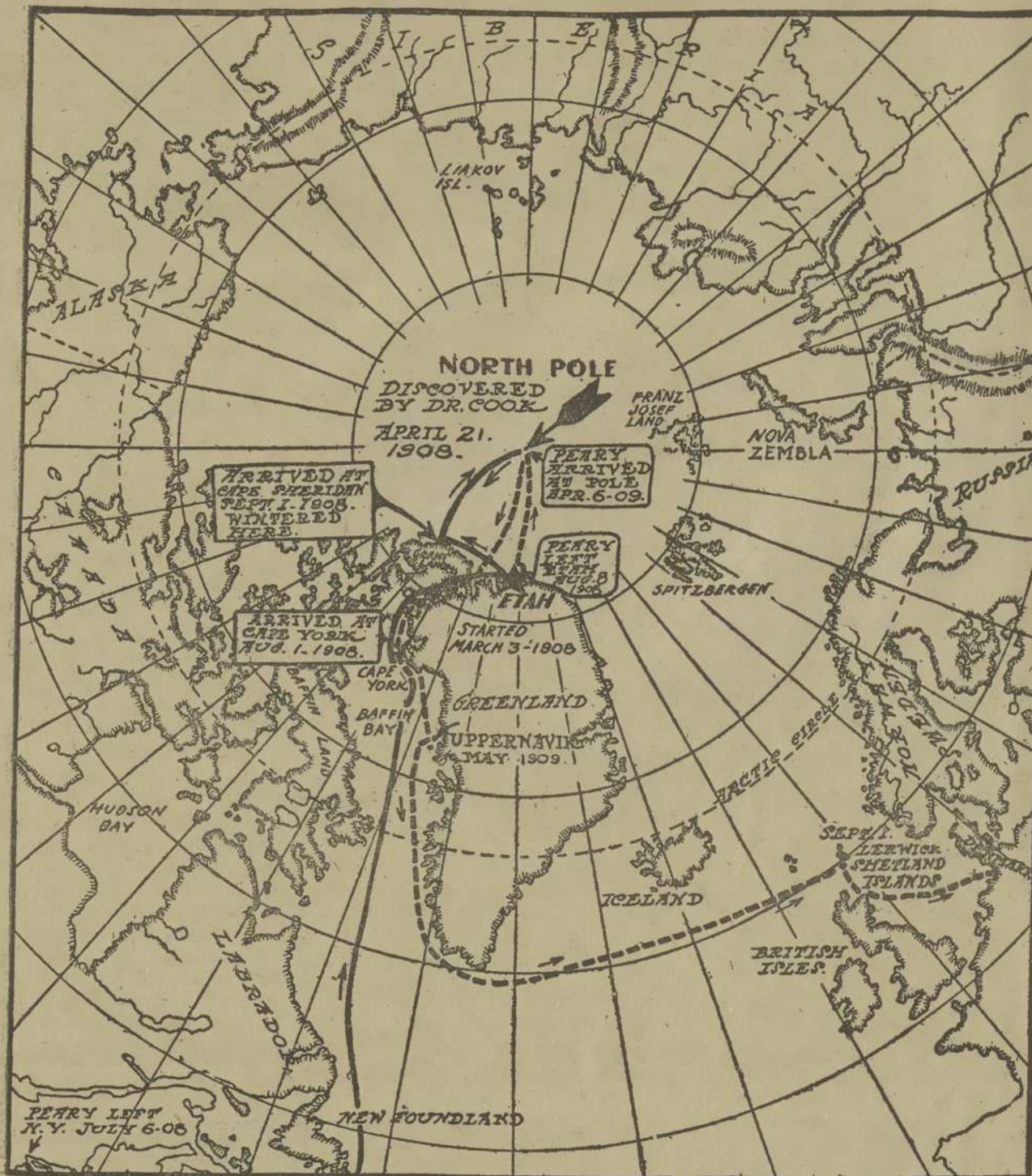


THE ROUTES TO THE POLE

WELL KNOWN GEOGRAPHER DISCUSSES MERITS OF THE PEARY-COOK CONTROVERSY



IT HAS been remarked that while the geologists, ethnologists, astronomers and navigators have been very outspoken in their opinions of the apparently conflicting Cook and Peary claims to precedence at the North Pole, explorers with wide experience, especially of Arctic conditions, have been reticent for the most part, or very non-committal.

Dr. Eugene Murray Aaron, F. G. S., who has acquaintance with both Commander Peary and Dr. Cook, and who has a knowledge of the horrors of the long night and the hardships and difficulties of travel on the Arctic ice, who for some years has been a Chicagoan, engaged in geographic authorship and publication, is well equipped to discuss the merits of the controversy. Dr. Murray Aaron has reached the time when exploration must be given up for the less hazardous duties of the editorial desk—the harpoon laid down for the blue pencil. Yet he has lost none of his interest in Arctic exploration, and his admiration for the qualities that have enabled two daring Americans to finally conquer in the battle of three centuries is all the more intense because of his knowledge of the almost insurmountable conditions to be contended with. Dr. Murray Aaron's travels and writings are widely known of all geographers, and he has a list of fellowships and memberships in geographic and other learned societies, both in this country and abroad, that expresses itself in a quite alphabetic array of initials.

"No one who knows either Dr. Cook or Peary," said the doctor, "can for a moment doubt that each of them firmly believes that he has set his feet on that spot, without longitude, where all lines converge—and hence without dimensions—that we call the North Pole. The only doubt permissible to fair-minded men who have the privilege of acquaintance with these great men is as to whether in the final dash they were able to take along those instruments necessary to scientific exacti-

tude and whether, during their very brief stops on the top of the earth, they had sufficient time to verify their first conclusions."

"Then what proofs will the public ever have; how will these men prove beyond doubt that they have been there?" the doctor was asked.

"Of absolute proofs, such as would be undeniable in a court of justice, there can be none. We will always be compelled to accept their words. The talk of records of observations, that will support them beyond peradventure, is the sheerest nonsense. Any man competent to take such observations would be equally competent to coin them. There are no self-recording instruments to automatically, mechanically uphold him or give him the lie. The statement credited to astronomers that an eclipse, occurring at the time that Cook was beyond the 80th degree of latitude, must have been observed by him and would be contributory evidence, likewise means nothing. Those acquainted with atmospheric and hydrographic conditions in the Far North know that this is buncombe. Then, too, were Cook the sort of a man to manufacture records, and we who know him believe him to be far above it, it would have been the easiest possible thing to acquaint himself with future astronomical conditions and be prepared to incorporate such observations among his other manufactured data.

"No, not until some one has firmly established an aerial stage line to the North Pole will we be in a position to controvert the claims of those hardy men who find a certain delight in the frozen solitudes of the Arctic sea. As a matter of fact, there is nothing inherently more difficult in reaching the upper stretches of the final dash than have to be coped with in the preparatory marches; perhaps nothing as terrible as Cook must have undergone in his winter quarters in Ellesmere land, on his homeward journey.

"Yes, both reached the pole, and both by methods creditable. When their claims are finally sifted by our national hydrographic office, well fitted to be court of last resort, we will doubtless find that, to quote Admiral Schley, also a brave and hardy Arctic explorer, 'there is glory enough for all.'"

was very plausible, and professed a great interest in Christianity, and eventually left me, giving me an address and promising to come again.

The next morning, when I was going to get into my jinrikisha to go to school, my rug was missing. My servants at once concluded that winter was the season for the sneak-thief, and that I had been victimized. For myself, I found it hard to believe that a man who had expressed himself so well and so piously could have stolen my rug.

I refused to report him to the police, but compromised with my conscience by writing to the man at the address he had given, asking him in English if he had by mistake taken my rug. I got no answer, but three weeks later I had a visit from a policeman, who brought me back my rug.

My post card had been the means by which they were enabled to get on to the track of a well-known personage. I also got a scolding and a lecture for not reporting my case at once to the authorities. Soft-heartedness, I was told, was one of the curses of the world.

ture for not reporting my case at once to the authorities. Soft-heartedness, I was told, was one of the curses of the world.

The Value of His Time.

Young physicians in the smaller towns have an idea that appearing very busy will help them greatly in starting a practice. The following is told by ex-Senator Godfrey Hunter of Kentucky. Dr. Hunter had a call the afternoon following the hanging out of his "shingle," and started through town in his buggy at terrific speed. A policeman stopped the enterprising physician.

"Doctor," he said, "it is against the city ordinance to drive at the speed you are going. You must accompany me to the judge and pay your fine."

"What is the fine?"
"Five dollars."
The doctor's hand flew to his pocket. "Here's ten dollars; I have to come back just as fast as I am going."—Success Magazine.

Old Favorites

Greatness.

Honor and shame from no condition rise.
Act well your part, there all the honor lies.
Fortune in men has some small difference made;

One flaunts in rags, one flutters in brocade;
The cobbler aproned, and the parson gownned,
The friar hooded, and the monarch crowned.

"What differ more (you cry) than crown and cowl?"
I'll tell you, friend! a wise man and a fool.

You'll find if once the monarch acts the monk
Or, cobbler like, the parson will be drunk;
Worth makes the man, and want of it the fellow;
The rest is all but leather or prunella.

Boast the pure blood of an illustrious race,
In quiet flow from Lucrece to Lucrece;
But by your fathers' worth if yours you rate,
Count me those only who were good and great.

Go! if your ancient but ignoble blood
Has crept through scoundrels ever since the flood,
Go! and pretend your family is young.
Nor own your fathers have been fools so long!

What can ennoble sots, or slaves, or cowards?
Alas! not all the blood of all the Howards.
—Alexander Pope.

The Chough and the Crow.

The chough and crow to roost are gone,
The owl sits on the tree,
The hush'd wind wails with feeble moan,
Like infant charity.

The wild-fire dances on the fen,
The red star sheds its ray,
Up-rouse ye, then, my merry men!
It is our opening day.

Both child and nurse are fast asleep,
And closed is every flower,
And winking tapers faintly peep
High from my Lady's bower;

Bewilder'd hinds with shorten'd ken
Shrink on their murky way,
Up-rouse ye, then, my merry men!
It is our opening day.

Nor board nor garner own we now,
Nor roof nor latched door,
Nor kind mate, bound by holy vow
To bless a good man's store;

Noon lulls us in a gloomy den,
And night is grown our day,
Up-rouse ye, then, my merry men
And use it as ye may.
—Joanna Baillie.

OUR FUTURE RAILWAY RIVAL.

It Will Be Russia, Which Now Is Second to Us in Mileage.

If it is a question merely of bigness the Russian railway system is far and away the first in Europe. There are already many more miles of railway in the vast empire than in any other country in the world excepting the United States, and Russian railways are still only in their infancy.

It is of course quite true that there are now in the United States more miles of railway than in all Europe and almost as many as in all the rest of the world put together, and that our territory is so large and as yet so far from complete development that we shall probably keep the lead as far as railway enterprise is concerned for a long time to come.

But in taking these large views, says Moody's Magazine, we have forgotten that Russia is two and half times as large as all the United States put together with a population more than half as large again as our own; that in territorial extent it is more than twice as large as all Europe; that it stretches across the world for 170 degrees of longitude—nearly half way around the globe—and that it includes one-sixth of the land surface of the planet.

It is not surprising that in such a country railways should have had a large development, that already there is a considerable mileage and that the prospects in this direction seem to have no limit. In the future Russia and the United States are likely to divide the railway empire of the world between them.

One Point Settled.

A new family had moved into the house next door to the Townsends, and little Kitty Townsend, on the back porch of her own home, was cultivating the acquaintance of the little girl on the opposite porch, about ten feet away.

"What's your name?" she asked.
"Florence," answered the newcomer.
"What's yours?"

"Katherine, but they always call me Kitty. The name of the folks that lived there before you moved in was Jones."

"Our name's Thompson."
"Ours is Townsend. You didn't know the Joneses, did you?"

"No."
"They was awful for borrowing. They used to send over to our house once or twice every week and borrow a cupful of coffee for breakfast, and they never paid it back. You folks don't do that, do you?"

"No."
"She says they don't, mamma!" called out Kitty, turning her head and speaking to somebody back of the dining-room window curtain.

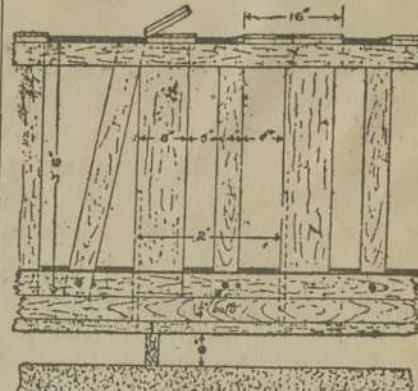


FARM NOTES.

Calf Mangers.

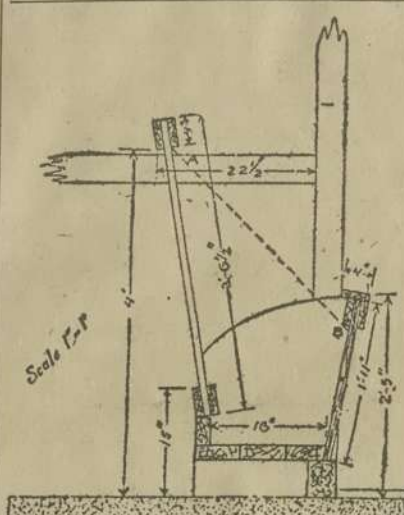
A form of combined stanchion and manger for calf feeding is illustrated in a bulletin published by the Michigan Experiment Station and is recommended as being very convenient. The principle on which the stanchion is built is not claimed to be new; the use dates back a number of decades, but the special application and adjustment of the one hereafter described presents some new features. This particular model is produced as the result of three years' trial, having undergone several changes since the first one was installed. This appliance can be adjusted so as to accommodate the calf from birth up to twelve months of age. The calves are confined in the stanchions at feeding time only. After the calf has been secured the milk bucket is placed in the manger; when the milk is consumed the bucket is removed and ensilage and meal supplied, followed by hay. By using this stanchion method of feeding the maximum number of calves can be kept in a minimum amount of space in a clean, healthy, thrifty condition, providing they are given access to outdoor yardage. The average size of the four calf pens in the dairy barn, including manger space is 15 feet three inches by 12 feet three inches. Each pen accommodates eight calves up to five or six months of age. The average size of two pens in the grade herd barn accommodating six calves each, is 9 feet 9 inches by 14 feet 10 inches, and three occupied by five each are 10½ feet by 11 feet 9 inches. Of course, in all cases except one the calves have access to yardage at will. Referring to the illustration for detailed description, the bottom of the

of the stanchion resting on it. The top part of the manger over which the calf feeds is 15 inches above the floor and should not be made higher, as even this is rather high for the new born calf. The youngest calves can feed over this, but should not be left fastened during the day, as they could not lie down comfortably. The side of the manger next the feed alley is



VIEW SHOWING STANCHIONS.

practically 2 feet high and 2½ feet above the floor; the slope given to this part of the manger is a very decided advantage, especially in placing and removing buckets while the calf is fastened in the stanchion; even more slope than that indicated would be well. The manger is partitioned off every two feet; this should be the minimum width, for while it is ample room for the young calves, even more room would be desirable for the roughage of the older ones. The manger partitions extend upward as far as the curved line shown in the illustration, but this is the most faulty feature of the fixture, as it is possible for one calf to reach over and suck another one's ears if the meal and ensilage is not promptly supplied after the milk is consumed, though this rarely happens. A more perfect manger division will be made by boarding up from the manger to the dotted line shown between A B. The front or stanchion part of the fixture is 3 feet 6½ inches high and slopes away from the manger to increase its capacity and give the calf the benefit of a little more spread in throwing the head up to remove it from the open stanchion. The stanchions are made of well-seasoned 1-inch elm and no breaks have occurred thus far. The youngest calves do not require more than five inches space for the neck when confined. The stanchion frames are bored with a number of holes so that the movable upright pieces can be shifted according to the size of the calf. As calves approach the yearling stage and their horns interfere with the working of the stanchion the movable piece may be removed and the animal allowed to go free while feeding. This system has given the utmost satisfaction, permitting calves to be fed individually according to their needs and entirely preventing the many bad habits so frequently acquired by the pail fed calf.



VIEW SHOWING MANGER.

manger, 18 inches wide, consisting of 2-inch hemlock, is 6 inches above the floor. As the front of the manger is built on rather than against the bottom it leaves the inside bottom measurement of the manger 16 inches. The side of the manger over which the calf's neck is placed in feeding is 8 inches above the bottom, one-half of this distance being taken up by a 2x4, the balance by the bottom frame-work

Materials for the Silo.

Ensilage is being used more and more for general farm stock, being fed to some extent to the calves, the market steers and the horses. It probably requires a little higher grade of skill to manage a farm with the silo system. There is room for judgment in putting up the silo, in handling the crop and filling the silo, to say nothing of its management winter and summer and the right plan of feeding. There is considerable to learn for the farmer who has always practiced the hay, grain and roots system. Yet the experience of those who have made the change seems to indicate that there is no need of making serious mistakes even the first year, while the new system nearly always gives satisfaction under the circumstances mentioned. Perhaps not every dairy farmer needs a silo, but it can not be denied that a great many more silos are needed than have yet been put up.

The Yolks of Eggs.

The color of the yolk of the egg seems often to be effected very noticeably by a change in the food. When fowls are closely confined in winter or summer, it often happens, especially if a ration is deficient in green food, that the yolks are pale colored. In one instance a much deeper orange color in the yolk followed a change in feeding to green clover and alfalfa. One lot, where pale colored yolks were the rule, laid eggs with orange colored yolks after they had been given the run of a barn floor covered with dry clover chaff and leaves. A change in color of butter is often noticeable in the same way when cows are turned to pasture after dry feed.

Rubber Covered Roads.

Experiments with rubber asphalt roadways covering a period of six years are reported to have shown very satisfactory results. Rubber asphalt is claimed to be more plastic and more adhesive than pure asphalt and resists higher temperatures. This product, which is manufactured under a patented process, permits cold applications of the asphalt, which are said to possess all the advantages of hot compressed asphalt without its drawbacks.

Getting Rid of Stumps.

Since the discovery of that region constituting part of the present State of Washington the fir stump has blocked the progress of civilization west of the Cascades, from Oregon to British Columbia. Science has found ways to span the State's rivers, tunnel its mountains and irrigate its deserts, but until recently it has been unable to cope with the fir stump. Bulky, firm-rooted in the earth, and so saturated with pitch that it will not decay, it has defied everything but dynamite, and that costs about \$3 a stump, with an equal amount to cover the expenses of the donkey engine necessary to remove the roots when the main body of the stump has been shattered. Clearly such a costly process can not be used for agricultural purposes in a heavily timbered country.

Such was the situation when, three years ago, an enterprising farmer conceived the idea of burning out the stumps by forced draft. After many experiments he finally got a 4 horsepower donkey engine, attached a 6-inch American blower, and over this he fitted a tin case with twelve tubes leading from it. To these he attached pieces of garden hose and to the ends iron pipe. Then he bored a hole in the stump, and, dropping in a live coal, inserted a pipe and started the engine. In a few moments the hole was aflame, and soon a dozen stumps were blazing, although it was the wet season and the monsters were sodden with water.—Technical World.

Farm Notes.

It is better to sow rutabaga turnips in rows than broadcast.

The best cows are the ones that the careful dairymen raises for himself.

Rotation must be practiced in the garden or truck field to obtain the best results.

Black Winter or Spanish radishes should be sown in August or September with turnips.

It has been said that "weeds are the devil's flower." Certain it is that they play the mischief with a crop.

It is a look a long way ahead, but just make up your mind now that you will attend your state and county fair this year.

POLICE EFFICIENCY.

Japanese police are always strict in their methods, but are often genuinely kind to persons in distress. In spite of his big sword, o mawari san, the "gentleman that goes round," has a very human heart. The following incident, which happened to the Rev. Arthur Lloyd, author of "Every-Day Japan," will show the efficiency of their methods:

Many years ago, before I knew as much of Japan as I do now, writes Mr. Lloyd in telling the story, I was one evening at supper, when a young man came to the house, wanting to see me. It was winter, and there was a fire in my hall, so I asked him to wait until I had finished my meal, which seemed for the moment to be the most important in the world.

After supper I talked with him. He