

MR. MANN'S LECTURE.

Mr. Mann delivered an interesting and instructive lecture Monday evening on the subject of blacksmithing. He called attention to the fact that it would be impossible for him to explain in words how one might become a successful blacksmith, as it takes many years of practical experience to learn the trade. He said that he has followed blacksmithing for twenty-one years and finds that he has yet a great deal to learn. He showed how many unnecessary blacksmith bills could be avoided by knowing how to care for the farm implements and machinery that becomes disfigured and require repairing.

He called particular attention to the setting of tires, stating that every time one pays a blacksmith for setting tires he is paying for the destruction of the wheel. He clearly explained how the setting of tires could be avoided by the use of linseed oil. A circular metal trough fixed in a position that a fire can be placed under it, and a simple apparatus arranged in a manner to allow the wheel to turn freely in the trough is used for the purpose. The wheel must be turned constantly while the oil boils, which must be deep enough to cover the felloes.

This preserves the wood, keeping it from checking and shrinking, thus preventing the tire from becoming loose. Mr. Mann said that every farmer who has machinery and implements and horses should have a small shop connected with the farm and do his own work. He spoke of the importance of knowing how to shoe horses, and the care of the hoof.

He pointed out from drawings on the blackboard, the structure of the horse's

hoofs. He first showed a perfect hoof removed from the foot, showing the lateral posterior view of a sound, natural, and healthy development of wall; horny laminae, coronary chamber, sole-frog-stay, fissures and bars also the side view of the outside half of the right front foot with wall of hoof removed, showing numerous sensitive tissues.

He showed the natural foot, and a badly contracted one caused from shoeing. He told how to prevent and remove gravel which causes much trouble to a horse afflicted with it and many other points that should be remembered by those who were present. He displayed the wood work of a wagon, named the different parts, and put them together, forming the running gears of a heavy one-horse, or a light two-horse wagon. He told why the back wheels were made higher than the front and showed why the wheels were dished, and many other important things that lack of space prevents our mentioning.

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and 11:00 P. M.

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