

HARRY K. THAW. MILLIONAIRE TRIED FOR MURDER.



Types of pretty faces that flitted through the brain of the man whom jealousy finally drove to murder.

The question of Harry Kendall Thaw's mental condition and his consequent legal responsibility for some of his acts is one that has agitated the minds of many persons since the news first flashed over the world that the headstrong young millionaire had shot down Stanford White, the New York architect. Was it anger or insanity that governed Thaw's act on that fatal night when the gay throng of patrons at a New York roof garden were startled by the murder committed in their midst? This question was for court and jury to decide.

LATE SHAH OF PERSIA.

The Shah of Persia, Muzaffer-ed-Din, died recently, in the fifty-fourth year of his age and the eleventh of his reign. He was a student of philosophy and literature, a patron of the arts and a progressive ruler. He was familiar with Western institutions, and made several visits to European capitals for a closer study of them. One of his last official acts was to sign the new constitution under which Persia, for



MUZAFFER-ED-DIN.

the first time, is to have a parliament. Muzaffer-ed-Din was born on March 25, 1853, and succeeded his father, Nazr-ed-Din, on May Day, 1896. The Shah, who had six sons and twelve daughters, showed himself a man of ideas. This picture is a late one.

The late Shah is succeeded by his eldest son, Mohammed Ali Mirza, who is in his thirty-fifth year. He is well educated and in sympathy with his father's liberal ideas. Among the ancient and characteristically Oriental titles which he will assume are Shahshah, or King of Kings; Zil Allah, Shadow of God; the Kibleh Alum, Center of the World; the Exalted One, Exalted as the planet Saturn; the Well of Knowledge; the King Whose Standard is the Sun, and Whose Splendor is That of the Firmament.

HUGE COAL BILL OF RAILROADS.

Locomotives Burn Many Thousands of Tons of Fuel.
The bill for locomotive fuel is the largest item of expense for materials incurred by railroads and it averages about 15 per cent of the total operating expense. The annual reports of

railroads give a few figures relating to fuel which help in forming an idea of the enormous consumption of coal by railroads in the year covered, says the Railway Age.

Thus the report of the Rock Island system for the year ended with June, 1906, when it operated 1,257 locomotives, shows that the coal bill was nearly \$5,000,000. On the Chicago and Northwestern for the same period, when it operated 1,342 locomotives, the cost for fuel for them was \$5,362,000.

The Interstate Commerce Commission statistics for the year 1904 shows that the locomotive fuel bill for all the railroads in the United States amounted to \$159,000,000. If we take the average cost of coal at \$1.50 per ton, which is probably high for the whole country, this would represent a consumption of 106,000,000 tons of coal. The number of locomotives owned by railroads in the year 1904 was 46,885, and assuming 8 per cent of these to be in the shop under repairs, there remain 37,508 engines in service, and this number, divided into 106,000,000 tons, gives 2,826 tons as the average consumption of coal per engine year.

Coming now to something more definite, for a single road, we find from the annual report of the Union Pacific for the year ended with June, 1905, that it paid for its coal \$3,394,388, and that the average cost per ton was \$1.75, so that the coal consumed by locomotives on that line amounted to 1,928,620 tons. The number of locomotives then owned was 825, from which we deduct 8 per cent, leaving 767 in active service; this figure divided into the tons, as given, shows an average consumption per engine year of 2,515 tons.

In the Chicago and Alton annual report for the year ended with June, 1906, we find the coal bill was \$754,000, and the average cost per ton was \$1.20, which corresponds to a consumption of 628,300 tons. The total engine equipment is 250, less 8 per cent, leaves 230 in active service, which divided into the tons shows a consumption of 2,730 tons of coal per engine year. In the Lehigh Valley report for the same year there is a statement showing that the locomotives on that road made an average of 34,921 miles per year, and that the coal consumption per engine mile was 152.4 pounds. The product of these two figures gives 5,321,960 pounds, or 2,666 tons per engine year. This figure lies between those obtained for the Alton and the Union Pacific, and we may infer that the average consumption of coal by locomotives on roads having modern equipment is probably about 2,500 tons per year.

In the Furniture Store.

Irate Customer (energetically)—I want a square deal in this establishment.
Placid Proprietor—All right, sir. Show the gentleman some kitchen tables.—Baltimore American.

OLD-TIME DOCTORS.

The Students Helped Their Teachers in Practical Work.

During the eighteenth century in America the medical education of a young student was generally what he picked up by serving as an apprentice to some noted practitioner, which combined the duties of a student with many menial affairs.

He ground the powders, mixed the pills, rode with the doctor on his rounds, held the basin when the patient was bled, helped to adjust the plasters, sew the wounds and run with vials of medicine from one end of town to the other. It was a white day when such a young man enjoyed the rare good fortune of dissecting a half putrid arm. So great indeed was the difficulty of obtaining anatomical subjects that the medical school of Harvard College made a single body do duty for a whole year.

Under such circumstances the doctor's knowledge was practical and derived from personal experience rather than from books. The advantages of study were sparingly enjoyed. Few physicians boasted of a library of fifty volumes.

His apprenticeship ended, the student returned to his native town to assume the practice of medicine. At that period, with the exception of the minister and the judge, the doctor was the most important personage in his community. His genial face, his engaging manners, the sincerity with which he inquired after the carpenter's daughter and the interest which he took in the family of the poorest laborer made him the favorite for miles around. He knew the names and personal history of the occupants of every house he passed. The farmer's lads pulled off their hats to him and the girls dropped courtesies as he passed. Sunshine and rain, daylight and darkness, were alike to him. He would ride ten miles in the darkest night over the worst of roads in a pelting storm to administer a dose of colomel to an old woman or attend a child in a fit.

The drugs were stowed away on the shelves of the village store, among heaps of shoes, Rohan hats, packages of seeds and fitches of bacon.

The physician was compelled to compound his own drugs, make his own tinctures and put up his own prescriptions. His saddlebag was the only drug store within forty miles. Each spring the blood must be purified, the kidneys excited and the damsel who fainted profusely bled. Large doses of senna and manna and rhubarb and molasses were taken daily. It is safe to say that more medicine was taken every year by the well than is now taken by the sick in the same time.

Water was denied the patient tormented with fever. In its stead was given a small quantity of clam juice. Mercury was taken until the lips turned blue and the gums fell away from the teeth.

FARM MEMORIES.



Don't laugh. If you didn't look like this when you were a boy and lived away back in the country, your daddy did. Folks called him shiftless, and said he would never amount to shucks. Lots of boys are born tired—and win out. Lots of boys hate work and show it in every move—and win out. You can never tell. Nature and Opportunity occasionally make a Town Loafer—or a President of the United States.—Bushnell, in Cincinnati Post.

British Choral Societies.

If in the pure artistic sense the British people cannot be said to be musical, there are, it must be admitted, individuals in multitudinous numbers who cultivate with eagerness both vocal and instrumental music. But there is unquestionably no people who devote as much time and earnest study and practice to choral singing as the English, and this from the sheer love of it.—Edward St. John-Brenon in Strand Magazine.

Fooling the Boss.

Casey—Ye're a har-rd worruker, Dooley. How many hods o' morthor have you carried up that ladder th' day?
Dooley—Whist, man; O'm foolin' th' boss. O've carried this same hodful up an' down all day, an' he thinks O'm worrukin'.



Apple Seedlings.

We are asked the question if the seedling used in grafting apple exerts any influence on the tree as to hardiness and if so what are the best to use. The apple seedling is the foundation for the tree, as the scion depends on this at least the first two years for establishing itself and forming the nucleus of the future tree. In the past there has not been given the attention as there should have been to hardiness and adaptability of the stocks of our different fruit trees, and it has just commenced to be agitated by horticulturists the last few years. It has been the custom of many nurseries to import from France seedlings of French crab and domestic apples for grafting on. Many of these are known to be tender and hence many of the losses from trees dying out could be traced if we knew directly to the stocks on which the tree had been grafted. If we were to save seed from such varieties as Duchess of Oldenburg, wealthy, northwestern greening, etc., we would soon see a marked difference in the hardiness of our trees. Some of our painstaking nurserymen are very careful on this account and buy their apple seeds in Vermont or northern New York, where it is washed out of the pumice of the elder mills in sections where they have had for years large seedling orchards. While the fruit was inferior, yet the trees were hardy, and this is the only requirement in a stock, as the quality of the tree will always be influenced by the scion.—Twentieth Century Farmer.

An Anti-Kicking Device.

An arrangement which will cure the worst kicking cow that I have ever seen is shown in the sketch. Take a strong strap such as a heavy harness line and buckle it around the cow's body just in front of the udder. One must be very careful in placing it first on the kicking cow and not buckle STRAP IN PLACE. It too tight. She will probably object and jump around a little at first, but will soon become used to the arrangement and will not raise any more disturbance. A rope may be used instead of a leather strap if it is not tied too tight. Be gentle with the cow and treat her right and in a few weeks you can take off the strap and she will remain quiet. In case she begins to kick again, replace the strap and leave it on her for a while.—C. H. Parker, in Farm and Home.



Timothy and Clover Hay.

Timothy hay is the one most commonly grown on the farm and found in the market, according to a Pennsylvania bulletin. Timothy sells for a higher price in the market than other hay, and is regarded as being particularly adapted to horses. It is deficient in protein, and for that reason should be fed with a grain ration of a nitrogenous nature. For horses no better basis for a ration can be found than timothy hay and oats. It is less valuable for cattle and sheep. Clover hay is next to timothy in common use, and the two are more often found mixed than either is found alone. The nitrogenous nature of the clover aids in supplying the deficiency of protein in the timothy. Clover is more valuable than timothy for cattle and sheep, but is not considered so satisfactory for horses.

Cultivating Young Trees.

The soil will dry very rapidly and to a great depth if allowed to get hard and compact. There is but a small space left for air in solid soils, and from this fact they become hot and dry to a great depth in summer, while if air is present, as it is in loose soils (being such a poor conductor of heat), it will allow only a small portion of soil to become hot, which soon cools at night and is filled with a copious dew, not only retaining the moisture already in the soil, but also adding to it at a season when moisture is especially desirable. Newly set trees are always benefited by cultivation, because all their roots are surface roots and cannot thrive in a hot, dry, compact soil, hence the necessity of summer surface cultivation of newly set trees.

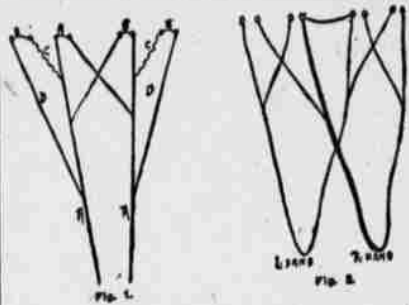
Let the farmer who wants good colts select the best grade mares and breed them annually to one good type of horse. Of course, the quality of the dam always has more or less influence upon the progeny, but no matter how good or how poor the mother, the best sire obtainable is none too good.

A Western report says that a Wyoming man has invented a machine to eradicate scab without the process of dipping. The dip is forced through hollow wires made in the form of brushes which fit over the sheen.

Driving Four Horses Abreast.

To drive four horses abreast, two full sets of lines are not absolutely necessary as an arrangement such as that shown in the accompanying illustration can be used.

B B B are the bits. A A are ordinary driving lines on the middle horses. C C are straps from the inside ring of the outside horses' bits fastened to the same ring of the inside horses. D D are straps or extra lines reaching across from the ordinary lines to the outside ring of the bits of the



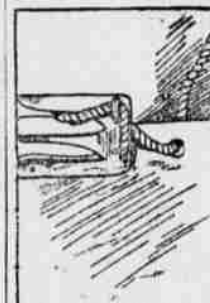
FOR DRIVING FOUR HORSES.

outside horses. As a matter of convenience, one may attach these to the lines at the buckle, but that plan has this objection, if the outside horses are hard-mouthed it has a tendency to pull the lines out too far and worry the inside horses' mouths. This can be entirely overcome by making D D longer and attaching it further toward the hand of the driver. If one is driving unbroken or vicious horses it is a good plan to run DD out far enough that the driver can slip his hands through the loops thus made and use them as a pair of holders are used on a hard-mouthed driving horse.

In the second illustration the inside horses are shown with a tie strap fastening them together. In driving, tie the hand pieces of each off rein together, also those of the near horses, which, if of equal length, enables the driver to handle four horses with as much ease as two.

Halter Tie.

The necessity of making a knot in the end of the halter every time the horse is tied in the stall is done away



with by the invention of a North Dakota ranchman. Where a hundred or more horses are employed the time involved in tying them in the stalls each day is considerable. The halter tie, as shown in the illustration, is made of one piece of metal, through which extend two slots. These slots are wider at one end than at the other. By placing a rope through one of the slots and pulling on the same the rope is sure to become wedged in the slot tighter and tighter. The halter tie is nailed at the head of the stall in advance of the horse, so that the latter in pulling on the rope will force it more tightly into the slot. Only a few seconds are required to slip the rope into the slot and over a small hook at the inner end. While in this position there is no danger of the horse working the halter loose and roaming in the stable.

Vitality of Alfalfa Seed.

Tests made at the Colorado station seem to indicate that "good, plump, mature, clean alfalfa seed does not lose its vitality rapidly when kept with ordinary precaution to prevent injury from moisture." The oldest sample had a germinating power of 93 per cent when 6 years old, of 72 when 10 years old, and of 63 when 16 years old. Prof. W. P. Headen believes that the limit for the vitality of good, mature alfalfa seed exceeds sixteen years.

Farm Brevities.

Never pasture the alfalfa the first year.

A healthy flock of sheep is a profitable flock.

Mutton enters are increasing faster than mutton.

Weeds and poor seed cause many of the alfalfa failures.

You can't afford to have a clock watcher for a hired man.

There is such a thing as compelling success to come your way.

Alfalfa can be raised in Maine. How about its winter killing in Iowa?

Soil that has been well cultivated and fertilized seldom needs inoculating.

For permanent pasture, sow every kind of grass that is known to do well in your section.—Field and Farm.