

BIG CROP ON ONE FARM

Kansas Grain Grower Who Began
25 Years Ago With Little
Except Hope.

MADE \$150,000 LAST YEAR.

Now Has 12,000 Acres of Land and
Will Plant It All in Wheat—
Sowing and Reaping.

The crop of wheat from one farm in Thomas county, Kansas, sold last year for \$150,000. That farm embraced 10,000 acres of land. This year 2,000 acres have been added to it and if the crop is as large and prices as good as last year the farm revenue should approximate closely \$200,000. And that, most any one will agree, is a pretty fair income for any down-trodden farmer.

But beginning with that kind of a statement is telling the story backward. To bring the real Kansas atmosphere into a story one must never speak of the dollars first, the Kansas City Star says. They always come, of course, in Kansas stories, but at the last and plentifully. To tell it right, one must start the story back twenty-five years, in this case, to the conventional setting when a pair of thin, jaded, harness-scarred ponies draws into the landscape and outlines against the setting sun a dilapidated covered wagon.

Bronzed by the sun, and with that spring that ambition puts into the young, the driver, "Jim" Pike, springs from the seat to the ground. From under a canvas he swings two chubby babies to the thick carpet of buffalo grass and turns to give his arm to his wife. They are young and vigorous and at once begin the making, on that wide prairie, that which they have been planning for years—a home.

There is the regulation routine, the location, the trip to the land office, the filing of homestead papers, the building of the sod shanty, the like of which dotted the prairies in thousands in those days; the breaking of virgin soil and the planting of the crops, and then—sometimes—the harvest. Through all the years of drought and hard times, through all the disappointments that come with the early settlement of a country, through the bountiful golden harvests, this man toiled on, working harder and harder, but always with the firm belief that the country was destined to be a great country of homes.

Hope died in many a breast these trying times and many were those who wended their way back to the old home because they lacked the brave heart to face the hardships. But "Jim" stayed. "Jim" he was to everyone who knew him in those days, and "Jim" he still is to every resident of Thomas county. "Jim" Pike is one of the largest and most successful wheat growers in America today.

The average yield last year on his 10,000 acres was about fifteen bushels an acre. The price paid for the wheat, which was not sold in the usual way, but marketed in carload lots, was within a few cents of \$1 a bushel. A large portion of it was shipped to the West, where millers were especially eager to obtain it.

The Pike wheat farm does not all lie contiguous, being made up of a number of farms ranging from 320 to 2,400 acres in extent. Harvest—usually begins about July 1, but last year harvest was late, and all over Thomas county the hum of the header did not begin until about July 15. To cut this 10,000 acres of wheat in fifteen days requires intelligent and systematic handling of the small army required to complete the work before the wheat is ruined in the field. Seven big steam plows were used in the fall plowing for this season's crop.

FINDING A COUNTRY HOME.

Some of the Mistakes Which Must
Be Guarded Against by Novices.

It is easy to prove that an income of \$1,000 in the country is worth \$2,000 in the city, and that the difference is saved in the cost of living and in the fact that the home helps to support itself. On the other hand, there are vexations, disadvantages and even hardships incident to rural life, and they cannot fairly be passed by, says Ralph D. Paine in Collier's. Money is bound to be wasted in experiments, in bungling methods, and in learning how to do things right. The utmost vigilance is required to avoid spending what is saved on the one hand by going ahead too fast with improvements on the other. A dozen temptations to put more money into the place lie in ambush at every turn. Economy is fully as difficult as in the city. Isolation, lack of congenial society, and maddening inability to find efficient servants—in fact, any kind at all—are insistent factors of the problem. The initial outlay is likely to be no more than half the ultimate cost. Tools and equipment pile up bills to dismay the novice. Labor is lazy and untrustworthy. If there are children, and there ought to be children in every country home, their education must be considered.

It still remains true, however, that to find and own and improve one's own farm, however small and humble, is an achievement worth fighting for, whether it be for an all-the-year-home or not. And few there be who have won this fight that would be willing to return to the flat in the city or the hired house in the suburbs with its fifty-foot

frontage of lawn. The ownership of land, and plenty of it, creates a spirit of independence. It was the "embattled farmers" who drove back the redcoats from the redoubt on Bunker Hill. To-day the foreign immigrant is populating the abandoned farms of the Eastern States and gaining prosperity for himself and his children.

The man who is tied to the city by his business or profession, yet who genuinely desires for himself and his family the peculiar kind of contentment, health and self-reliance that are bred of country life, has the solution of the problem in his own hands. Let him first choose the region in which he wishes to live. Then let him lease a farm for a year, spend as much time on it as he can afford and learn all he can about making it productive. If he takes kindly to the experiment, let him go in quest of a farm of his own, buy it (and farms are sold on uncommonly easy terms of payment) and make up his mind to retire to it whenever circumstances will permit. Owning a country home is not a speculation. It is one of the soundest and sanest investments in the world.



The Simplex system of driving concrete piles, which the British admiralty is trying at Rosyth, is the invention of an American, F. Shuman. A steel tube, having a loose point or a pair of hinged jaws at the lower end, is first driven to the required depth. Then, as the tube is withdrawn, concrete is introduced, and this passes through the now opened lower end and fills up the hole made by the tube. The concrete is filled up to a level several feet above the finished head of the pile, in order to allow for sinking as the tube is withdrawn. The plan has been successfully tried in many places.

In an English review of the progress in aeronautics during 1909 the first place in the list of unsolved problems is given to that of obtaining a certain degree of automatic stability at slow speeds. It is recognized that the high velocity of flight required to enable the aeroplane simply to keep aloft must be lowered before the machines can become truly useful and safe. Another question is that of the engine. In order to make this certain in operation, it is suggested that the weight must be still further reduced, so as to permit either of a duplication of parts, or of the employment of two complete engines, each under normal conditions working at only a fraction of its full power.

A remarkable photograph of half a dozen porpoises, playing under water, just ahead of the bow of a steamship traveling at the rate of 13 knots an hour, has been published by a correspondent of Knowledge, C. H. Gale. The sea was calm and the photograph was made by leaning over the bow of the vessel. Mr. Gale calls attention to the singular fact that the porpoises, while easily maintaining their position ahead of the ship, showed no apparent effort or motion of body, tail or fin. Yet he thinks that they were not carried along by movement of the water in front of the vessel, because air bubbles were seen rushing from their backs, and the photograph shows the effect of these bubbles by the white streaks on the backs of the animals. Sometimes they rolled over sideways, but always maintained their position.

In a recent book about ants, Rev. H. C. McCook gives some surprising facts about the mound-making ants of the Alleghenies. He has measured some mounds more than 30 feet in circumference, although rarely more than three feet in height. Not around these there are many new mounds, in course of construction, only a few inches in height. They are found in groups, one of which, near Hollidaysburg, Pa., contains 1,700 mounds within a space of 50 acres. Their total population is enormous, and each group of mounds appears to constitute a community—an insect kingdom or empire. In regard to their numbers, Doctor Forel is quoted as saying that these ant kingdoms have in all probability from 200,000,000 to 400,000,000 inhabitants, "all forming a single community, and living together in active and friendly intercourse."

Ruskin's Grave.
Ten years ago John Ruskin passed peacefully away at Coniston. A grave in Westminster Abbey was immediately offered by the dean, but was refused out of respect for Ruskin's frequently expressed wish that he might be buried wherever he chanced to die, says the Westminster Gazette. He was laid to rest in Coniston churchyard on Jan. 25. In poets' corner there is a medallion of him by Cornish Ford, immediately above the bust of Sir Walter Scott. In his native Camberwell the master's memory is perpetuated by the bestowal of his name upon the finely wooded park on Denmark hill, within a stone's throw of his old home.

His Opportunity.
"How did you manage to go through every house on that block in broad daylight without being detected?" asked one burglar.

"Very easily," replied the other. "I selected a time when a moving van drove up to a vacant dwelling. I worked while the neighbors were hanging out of the front windows to criticize the furniture."—Washington Star.

It's easier to break away than it is to get back.

Successful physicians are lucky guess

DOINGS OF OUR NATIONAL LAWMAKERS

Washington, April 30.—If "credit to whom credit is due" be given, Senator Bourne will be accorded large measure of praise for his intense activity in behalf of Oregon as a member of the senate committee on commerce, which added to the house rivers and harbors bill about \$10,000,000, bringing the total up to \$52,000,000. Of these additions Oregon received several hundred thousand dollars.

Of course, the most important item of these additions was the provision that the Federal government pay \$300,000 towards the purchase of the Oregon City locks, or towards the building of new locks. It assures that traffic on the Willamette river, now hampered by a 50-cent a ton tariff at the locks, because of private ownership thereof, will be freed from this incubus.

If the river and harbor bill passes the house as amended by the senate, the Oregon City locks will become the property of the United States and will be free, or entirely new locks will be built by the Federal government, together with the state, for which an appropriation of \$300,000 has been made by the state to assist the government in the project.

The senate today adopted the Heyburn resolution creating a committee of five senators to investigate the administration of the third degree by Federal officers to extort statements or confessions in criminal proceedings.

The people of the Pacific coast need have no fear concerning their rights to prospect for oil or gas on the public lands that have been or may be withdrawn.

Washington, April 29.—By the decisive vote of 35 to 29, the administration Republicans today defeated the Cummins substitute for the Crawford-Elkins traffic agreement provision of the railroad bill. This question had been practically monopolizing the attention of the senate for the last week and was regarded as one of the most important subdivisions of the bill.

The vote is generally accepted as a test of the strength of the contending sides and it is believed it presages the passage of the bill by a safe majority. Of the total membership of 92, there were 28 senators who did not vote and of these four, all Democrats, were absent and unpaired. They were Senators Clark, of Arkansas; Bankhead, of Alabama; McEnery, of Louisiana; and Smith of Maryland.

"The investigation into the sales of cotton which Attorney-General Wickensham is conducting has cost the American people nearly \$400,000," thus asserted Senator Smith, of South Carolina, in the senate today. He was making a speech in the hope of persuading the senate to adopt a resolution directing the attorney general to ascertain the names of the persons who sold the cotton to the New York pool, the operations of which have recently received so much attention.

As a solution of the tangle that arises over the bill to sell the Walla Walla military reservation to Whitman college, the house committee on military affairs has decided to amend and report the bill in a form authorizing the secretary of war to dispose of the reservation and improvements at public auction to the highest bidder.

Representative McCredie today introduced a bill authorizing construction of a \$150,000 public building at Chehalis.

Washington, April 28.—The house today passed unanimously the resolution offered by Slayden, of Texas, calling on the secretary of war for information concerning the sale or leasing of land in the Philippine Islands.

The resolution was offered to ascertain the truth of reports that the friar lands in part have been transferred to the sugar trust, in violation of the provisions of the act of 1902 establishing civil government in the Philippines.

In reporting the resolution from the committee on insular affairs, Olmsted of Pennsylvania said amendments had been incorporated in the measure to extend the scope of the inquiry beyond that provided in the original draft.

The regular Republicans ran nip and tuck with the insurgent Republicans in sustaining their organization when the voting on amendments to the railroad bill began in the house today.

Only by a tie vote of 121 to 121 did the regulars prevent the striking from their bill of the provision which placed on the Attorney-General the responsibility for the defence of suits brought to set aside decisions of the Interstate commerce commission instead of allowing that duty to be performed by the commission itself, as under the present law.

The motion to strike out this committee provision had been made by Hubbard of Iowa, one of the staunch insurgents, and 13 other insurgents voted to sustain his amendment.

The committee on public lands of the house, by a majority vote of two, has reported out the Pickett bill authorizing the president of the United States to make withdrawals of public lands in certain cases. This bill had the sanction and approval of the president and the secretary of the interior.

Taft Favors Harbor Bill.

Washington, April 28.—Representative Alexander, chairman of the committee on rivers and harbors, after three conferences at the White House, declared today that President Taft had no intention of vetoing the river and harbor bill, notwithstanding persistent rumors to the contrary. The conference committee has not yet reached an agreement on the various amendments made by the senate, but he expects an agreement will be reached.

Washington, April 27.—Senator Jones today called upon the senate public lands committee in the interest of the Hamer bill which passed the house recently, authorizing the Western states to relinquish sections 16 and 36 in forest reserves and take in exchange compact bodies of forest reserve lands of equal area.

Senator Heyburn objected to the bill declaring it unconstitutional and the bill went over for the lack of time to consider it. Next Wednesday, however, it will be called up again and ultimately be reported over Heyburn's protest.

Senator Chamberlain has introduced a bill providing for the opening of the Klamath Indian reservation to settlement. The bill provides for the survey of lands in the reservation, their allotments to the Klamath and Modoc Indians, and the sale of the remaining lands under the methods usually followed. Seventy-five thousand dollars is proposed to make the surveys and allotments.

The senate public lands committee has reported favorably the bill which passed the house, authorizing the survey of lands within railway and other land grants and adding an amendment appropriating \$500,000 for making of this survey.

The house of representatives today passed the senate bill granting to Siletz Power & Manufacturing company a right of way for a canal across the Siletz Indian reservation.

Washington, April 26.—The situation of the postal savings bank bill in the house appears to be one calling for radical measures of relief. Inquiries among those responsible for its status in that body develop the fact that action of any sort upon the bill is unlikely until after all other administration measures, including railroad, anti-injunction, and conservation, have been put through the house. It is proposed now to call a Republican conference at an early date to consider the anti-injunction bill, which also is in a bad situation.

"There will be nothing done with postal savings until after that caucus is held," said a prominent majority member of the house committee on postoffices and postroads. "If the Republican members go into that caucus and get together successfully, we will then have a caucus on the postal savings bank bill. Then, when we have agreed upon something we will come into the house with it."

The same member declared that neither the senate bill, nor any bill similar to it, could ever pass the house. The bill will remain in the committee on postoffices and postroads until some agreement is arrived at. Just now but two members of that committee are in favor of the senate bill. Representative Murdock, insurgent Republican from Kansas, is one of these.

"Unless the house passes the postal savings bank bill, practically identical as it passed the senate," said he today, "the bill will be thrown into conference between the two houses, where, in the hands of conferees unfriendly to the measure, it will have a mighty hard time."

Washington April 25.—With Senator Dolliver criticizing in pointed Western phraseology the Crawford-Elkins amendment to the traffic agreement provision of the railroad bill and Senator Root supporting the same provision in careful legal argument, the senate today was the scene of an interesting debate.

The Iowa senator showed resentment at the interference of the administration in the proposed legislation, while Mr. Root said the experience of the executive branch of the government had suggested the necessity for such legislation.

At the close of the discussion Elkins made an effort to obtain an agreement for a vote ten days hence, but failed because of the objection of La Follette.

Declaring the obligations of the railroad companies to be in reality a part of the public debt, Dolliver said within the last few years "right under the nose of congress and in the midst of the Roosevelt era, liabilities have been contracted by the railroads exceeding the \$3,000,000,000 of public debt which the country found saddled upon it at the close of the civil war, which our children will have to pay after we are gone."

These debts have been contracted, he said, by irresponsible railroad men to permit the harmonizing of their interests and without adding one dollar's worth of railroad facilities.

He was satisfied, whatever was done, the government should keep an eye on and control the actions of the railroads. He was of the opinion that the pending bill paralyzes present control.

"Banking Economist" Wanted.

Washington, April 27.—The United States treasury department is in need of a "banking economist," and to supply the need the civil service commission has arranged to hold the examinations of candidates for the place today and tomorrow. The position is a new one in the treasury department and will pay \$1,600 a year at the start, with chances of promotion. About all that is required of the appointee is to be thoroughly versed in the banking laws.

Alaska Gets Welch Coal.

Washington, April 28.—"The whole theory of conservation, as applied to Alaska, is outrageously wrong," declared Salin Joslin, of Fairbanks, Alaska, a railroad owner, today. Mr. Joslin said that coal was being brought into Alaska from Cardiff, while the vast coal fields of the territory were lying idle.

TO AID CAUSE OF PEACE.

Taft and Carnegie Dedicate \$1,000,000 Bureau Home.

Washington, April 27.—The magnificent new marble building of the International Bureau of American Republics—within a stone's throw of the White House—was dedicated in the name of universal peace today.

President Taft joined with Andrew Carnegie, Secretary Knox, Senator Root and Senor de la Bera, the Mexican ambassador, as representative of the Latin-American republics, in prophecies of peace among the 21 American republics, and pledged themselves to strive for that happy state. Mr. Carnegie went so far as to express the hope that Canada, with the consent of Great Britain, would some day join the family of peaceful American republics.

The president called out general laughter by referring to the controversy between Theodore Roosevelt and Mr. Carnegie two years ago at the laying of the cornerstone of the building dedicated today.

"They differed as to the methods by which peace should be obtained," said the president, "but that both were earnest and strenuous and determined to have peace there was no doubt."

"Hear, hear," shouted Mr. Carnegie as the laughter died away.

The new building, a gift of Mr. Carnegie, won the admiration of all who passed within the bronze portals this afternoon and at the reception tonight, at which President Taft and Mr. Carnegie headed the receiving party.

ZEPPELIN AIRSHIP LOSING.

Accident, in Which Hundreds Could Not Save Craft, Turns Opinion.

Berlin, April 27.—German aeronauts are asking whether the destruction of the airship Zeppelin II at Wellburg will not prove a fatal blow to the school of rigid airship construction. There has been manifested lately a disposition in army circles to oppose further purchase of airships of the Zeppelin type on the ground that they are too unwieldy to meet varying conditions of actual service. In the latest accident it was noted that the crew of several hundred men under experienced officers was unable to keep the enormous framework from blowing away, whereas the ship of the non-rigid type could have been deflated and saved.

The Zeppelin craft has enjoyed marked preference in the German army, owing to the personality of inventor and the personal support given him by the kaiser. Lately, however, aeronauts have been inclined to the adoption of a more elastic and more easily managed type. This latest accident lends argument in favor of such a change.

NORWEGIAN POET DEAD.

Bjornstjerne Bjornson Succumbs While in Paris for Treatment.

Paris, April 27.—Bjornstjerne Bjornson, the Norwegian poet, novelist, dramatist, reformer and advocate of universal peace, died here tonight, surrounded by his family. His end was peaceful.

The last serious illness of the novelist extended over nearly a year. He was brought to Paris for special treatment in the early part of last November, accompanied by his wife and daughter, a physician and nurse, and during part of the journey traveled with the king of Denmark in the king's private car.

In Paris, however, he was unable to receive the treatment for arterio sclerosis, from which he was suffering, but notwithstanding, he showed marked improvement for a time, due entirely to his wonderful vitality.

Again in February his death was expected momentarily, but the crisis passed, though leaving him less able to withstand the next attack. During the last week it was apparent he could not hold out much longer. Prior to his death he was conscious for some hours.

Honest Official Loses.

Pittsburg, April 27.—In seven wards of the city today, special elections of select and common councilmen were held to fill the places of those who resigned after being indicted for grafting.

In the twentieth ward, George H. Riley, one of the "immaculate six" in the common council in 1898, when the alleged bribing was going on, was defeated for common council. Riley, it was testified in the early part of the graft prosecutions, was one of the six men "who could not be reached."

Socialists Stone Count.

Vienna, April 27.—Count Albert Apponyi, the ex-Hungarian minister of worship, whose guest Theodore Roosevelt was on his trip to Budapest, was attacked Sunday night by a crowd of Socialists. They bombarded his carriage with stones and eggs and cudgelled the count severely. After desperate efforts, the coachman forced the horses through the mob and the count took refuge in the bishop's palace.

Bedell Accused of Sugar Fraud.

New York, April 27.—George E. Bedell, who was chief clerk for James F. Vail, formerly deputy surveyor of the port, and who had charge of the weighing department, was arrested today on an indictment charging conspiracy to defraud the government out of customs duties on sugar, macaroni, figs, cheese, and other merchandise.

Comet Is Seen Minus Tail.

Zurich, April 27.—The observatory here officially reports that Halley's comet was visible to the naked eye for 55 minutes before dawn today. Its position was due east, just above the horizon. There was no trace, however, of the tail, even with the telescope.

WINS AIRSHIP RACE

Paulhan Gets Prize of \$50,000 for Long, Successful Trip.

Flies Half the Length of England, Making Trip from London to Manchester with One Stop.

London, April 28.—The Frenchman, Louis Paulhan, whose efforts have frequently been crowned with victory, today won the greatest race in the history of mankind and \$50,000 when he flew into Manchester at 5:30 o'clock this morning, having traveled by aeroplane from London, a distance by railway of 186 miles, with only a single overnight stop at Lichfield.

His competitor in the contest, Graham White, the English aviator, after making a successful first start at Reade, where he made his first landing, descended at Polesworth and no advice have yet reached London of his having resumed his flight.

White, a few days ago attempted the trip, but was compelled to descend at Lichfield after covering 115 miles. Paulhan then appeared on the scene and the two aviators made hasty preparations for the flight, each striving to be first at the start. Paulhan stole the march on the Englishman and ascended from Hendon at 5:20 p. m. yesterday.

White, who was sleeping peacefully at the time he was apprised of this fact, made a quick start from Park Royal at 6:30 p. m. Paulhan flying high and fast covered 117 miles before he landed, making that distance in two hours and 50 minutes. He descended at Lichfield at 8:10 p. m., and reascended at 4:08 a. m. to complete the journey. White succeeded in reaching Reade, a distance of about 60 miles, descending on account of darkness at 7:55 p. m. He managed to overcome some of the handicap by starting again on the long journey to Manchester at 2:50 a. m. He landed, however, at Polesworth, which is about 60 miles from Manchester.

The struggle for the coveted prize took a dramatic turn last night when Paulhan stole a march on his English rival, Graham White, which placed him 20 miles ahead of the race when darkness compelled him to alight for the night. This forenoon the weather was favorable, but owing to the heavy work of preparing the machine, it was supposed the start would be deferred until Thursday. The two aviators had met early and discussed plans, expressing hope that they would meet each other in Manchester.

Late in the day White, tired from his heavy labors, returned to his hotel and went to sleep, intending to start tomorrow morning. Meanwhile the spectators at Hendon were surprised to see Paulhan, after trying his engine, take farewell of his wife, who tied a large map of the route around his waist, and take his seat in the aeroplane.

Word that the Frenchman had started quickly reached Park Royal. Rushing into White's room, his friends awakened him. White sprang to his feet, flew downstairs, jumped into a motor car and made for the garage at full speed, and within 20 minutes was sailing around the gasometer at Kensal Green in the first stage of what will certainly be the most exciting contest ever held in Great Britain.

While passing over Bletchley, 18 miles south of London, 70 minutes behind Paulhan, he was flying considerably higher than the Frenchman and seemed to be making faster time and taking a straighter course.

The news of the race spread like magic in the towns and villages along the railway, which the aviators followed closely, Paulhan being followed by a special train steaming rapidly northward. The people gathered everywhere to get a view of the novel sight. The sun went down and the cloudless sky gave the spectators an opportunity to watch the aviators as they flew at varying heights.

Anarchists Dog Roosevelt.

Paris, April 28.—Great relief comes tonight to the French government with the close of the visit of ex-President Roosevelt, for it is reported to have been considerably alarmed for his safety. According to an evening newspaper, the police were advised from Naples that the American anarchists were following him and a most rigorous surveillance has been instituted here. The ex-president has been accompanied everywhere by two inspectors of the anarchist brigade in plain clothes.

Hermann Grows Weaker.

Roseburg, April 28.—According to a bulletin issued by Dr. Miller, the attending physician today, Binger Hermann's condition is considered about the same as yesterday. The bloating condition of the spleen has practically disappeared and he partakes of limited rations regularly. However, the physicians believe that he is growing weaker, presumably due to his advanced age and prolonged confinement. His final recovery is considered doubtful.

500 Miners Are Entombed.

London, April 28.—Five hundred miners were entombed today at the Tyn-y-Beddi colliery in Wales as a result of the breaking down of the cage machinery. The managers are endeavoring to make connection with the miners through another shaft half a mile distant.