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St. Louis, Mo.

RAILROADS IN GERMANY.

No Danger of a Train Starting Until Everything Is "Ready."

A returned traveler who spent much of his time in Germany drifted into the observation of railroading in the empire. He rode the most on local trains, though not having a set purpose, and proceeled only for short distances.

On one of these vagrant trips he had surrendered his ticket and had nothing on his mind but his destination when the conductor came and said:

"Extra fare, please."

"Why?" demanded the experienced voyager.

"Because," answered the conductor, "we have cut out five stops and the train is now an express."

The recollection of the writer runs back to the time when as a small boy he first beheld the start of a German railroad train. The impression is self evidently vivid to have lasted so long.

First there was a prodigous powwow between the head baggageman and the porters, who argued excitedly over the disposal of trunks. Everything awaited the conclusion of their jabbering and the loading of the car. Nobody else seemed animated or even concerned. The conductor looked on stolcally, and the engineer phlegmatically talked to a bystander on the platform.

The last trunk in, the baggage smashers retired, still arguing. The conductor went to the end of the train, and the guards stationed themselves alongside at intervals. All eyes were on the engineer. He climbed into his cab, disposed himself on his seat in a leisurely way and protruded his head from the window.

"Fertig?" he inquired of the first guard, who turned to the second also to ask "fertig?" This was repeated along to the last car, where the signal system doubled on its trail. It having been ascertained that everything was "fertig," the information was relayed to the engineer, who nodded solemnly and turned to his seat. A bell tinkled, the crossing gates (numerously manned to prevent suicides) arose, and the train pulled out with the pomposity that characterizes everything official in Germany—the "verboten" land.

This extreme caution amuses the visitor, but it also makes him reflect. The government's paternalism may not be affectionate, but it is farreaching. There are no handy ways to die when danger can be forestalled. — Chicago Post.

Sweet Peas.

The original ancestors of the sweet pea came from Sicily and Ceylon, and the first gardener on record as sending the seed to other growers was an Italian monk, Father Franciscus Cupani, who sent seed to England in 1699.

SNAPSHOTS AT NOTABLES

Cordell Hull, Author of Proposed Income Tax Law.

© by Harris & Ewing.

Representative Cordell Hull of Tennessee, author of the income tax section of the Underwood tariff bill, is serving his fourth term as a member of the national congress. In explaining the provisions of the proposed measure Congressman Hull said that the normal income tax of 1 per cent was to be paid by all classes subject to the tax, individuals as well as corporations, but that only the incomes of individuals were to be subjected to the various surtaxes. The incomes of corporations are to bear only the "normal" income tax and are not subject to the so called "surtaxes." All individuals have an exemption of $4,000, but there is no exemption allowed to the corporation.

The tax, if the bill becomes a law, is to be collected through the internal revenue division of the treasury department, which now collects the taxes on tobacco, cigars, liquors, oleomargarine and similar objects of internal revenue. The commissioner of internal revenue will have direction and supervision over the collection of the income tax.

Congressman Hull is a native of Tennessee, was educated at Cumberland university, Lebanon, Tenn., and is a lawyer by profession. He was twice elected to the legislature of his native state and is a veteran of the Spanish war, in which he served as captain of infantry. After the war he was elected judge of the fifth judicial circuit of Tennessee, which position he resigned to enter congress. He is forty-two years old.

Prominent In Railroad Affairs.

Charles S. Mellen, president of the New York, New Haven and Hartford railroad, who was recently arrested on the charge of manslaughter in connection with the railroad wreck at Westport, Conn., last October, is one of the most successful railway managers in the country. He built up several railroad properties, notably the Boston and Lowell and the Northern Pacific.

A native of Concord, N. H., Mr. Mellen began his railroad career as a clerk

CHARLES S. MELLEN.

in the employ of the Northern Railroad of New Hampshire. In 1884 he had become general superintendent of the Boston and Lowell, which he reorganized and put on a paying basis. Then he went to the Union Pacific as general traffic manager, and four years later took charge of the New York and New England. He resigned the latter position to become second vice president of the road he now heads. In 1897 he accepted the presidency of the Northern Pacific, at that time moribund and less than a year out of the hands of the receiver. When he left the road in 1903 its net earnings in the last year of his administration were greater than the gross earnings had been the year before he took charge. Since 1903 he has been president of the New York, New Haven and Hartford, and during his administration has changed the road from one of local to one of national importance.

MONEY IN RAISING HEAVY DRAFTERS

The breeding of heavy draft horses is one of the most profitable branches of live stock farming. Few farmers realize the importance of size in a draft horse when put on the market, either in public or private sale. A horse that weighs less than 1,500 pounds is not considered a draft horse in any of the horse markets of the country, yet the mares kept on the ordinary farms are usually lighter than that. This accounts for the small, scrubby lot of horses that are constantly being put on the market at a loss to the breeder.

This was well illustrated at a sale of grade horses recently held at Salina, says the Kansas Industrialist. Here the horses of good size were readily bought at good prices, while some of the lighter ones could scarcely be sold at any price. There is an increasing demand for heavy draft horses in the cities in spite of the fact that many firms are using the motor truck in their delivery work. The motor truck can be used profitably only on long, heavy hauls where the roads are good and speed is essential. The motor requires good roads for its best operation and can be used to advantage only in the paved streets of the city or on good country roads.

The sire and dam of a horse are not the only points to be considered in the production of heavy drafters. The care of the colt probably will influence its growth and development as much as its breeding. Some very good horses sometimes are produced from inferior stock if they are well cared for. The horse illustrated is from the farm of the Pennsylvania Agricultural college. He is a grade Percheron and was developed by care and feeding.

The motor truck has its place on the farm. It can be used for plowing and heavy hauling, but can never replace the draft horse. If the draft horse is a permanent part of agriculture more attention should be given to its production.

There is an increasing demand for heavier horses on the farms. Deeper and better tillage must be practiced in the future, and this requires heavier machinery and more motive power. There are two ways of increasing this power. One is by increasing the number of light horses. But the most economical way is to increase the weight of the horses. This will reduce the farm labor force, will decrease the amount of equipment necessary in requiring less stable room and less harness, and the cost of feed will be lessened.

All farmers and breeders who are breeding horses for commercial purposes should replace their small mares with heavier ones. This must be done gradually by adding a few good draft mares to the herd every year and selling the poorer ones. Sometimes good colts may be reared from inferior mares by mating them to a good stallion, but better ones always will be the result of the mating of better mares to the same stallion.

Feeding Young Pigs.

When the pigs are large enough to eat from a trough have a low, flat trough for feeding them just a little dry feed or warm milk several times daily. During this time feed the sow liberally—in fact, have her eat all she can of slop food and produce as much milk as she will, for there is no substitute for her milk that will develop the youngster as fast. Keep them thriving every day. If you do not intend to breed the sow for a fall litter let the pigs run with her until she weans them, which will be between two and three months. If you intend to have the sow produce a fall litter let her suckle the pigs until they are eight or ten weeks old. Then remove the sow from the pigs, leaving the pigs in the pen they are accustomed to, and they will not worry as much. — National Stockman.

Sheep Improve Pastures.

A good example of what sheep will do in keeping a pasture free of weeds is shown in two pastures on the Kansas experiment station farm. One of these pastures has had sheep in it part of the time for the last five years. The weeds are practically eradicated, although no other measure has been taken to keep them out. The other pasture has had no sheep, and considerable difficulty has been met in keeping down the weeds. The old idea that sheep kill a pasture lacks any definite proof. In fact, most experience has proved that pastures continually pastured with sheep improve from year to year.

Cause of Spavin.

According to the Kansas Farmer, the causes of spavin are, first, hereditary predisposition; second, strain incidental to violent movements; third, by working colts when too young.

LIFE SAVING CREW WINS

After Sixty Mile Race Down the Coast Arrives in Time to Save Fishermen.

The following dispatch from Port Orford to the Coos Bay Times tells of the rescue of two men near the mouth of the Rogue River last Thursday by the Bandon Life Saving Crew:

The rescue was the culmination of the reported shipwreck off Rogue River yesterday. It was a wreck but the vessel was a little sailboat built for fishing which Weinegar and Silver had built in Port Orford.

The men were rescued shortly after 6 o'clock last night, but owing to fog and darkness, the life-saving crew were unable to return home. They put into Hunter's Cove, where they remained until this morning and came on to Port Orford.

The story told by Silver and Weinegar of their experience is almost unbearable but is vouched for by residents of Gold Beach, who witnessed part of the disaster.

Silver and Weinegar started from here in their little sail boat, only one sail being set, for Rogue River, where they were to engage in fishing. They had sand for ballast. When they reached Rogue River Reef, the boat capsized but they finally righted her and got aboard and started into the Rogue River.

Three times in rapid succession, the boat turned over on the bar, being tossed by the heavy seas like a cork. Each time, Weinegar succeeded in getting aboard. Finally the last time the boat capsized and the mast was broken and then the two were left at the mercy of the seas. They drifted outward and their only hope was aid from shore. The telephone wire to Bandon was down and it was a problem how to reach the life-savers. Finally, a message got through to Crescent City and relayed back by wireless to Bandon. Gold Beach people also started some messengers out on horse back to make sure the life-savers would be reached in case the wireless failed. However, the word was got to Captain Johnson yesterday afternoon and at 2:00 o'clock started for Port Orford, reaching here quickly. After getting all the particulars he could as to the direction the boat was drifting, he put to sea and passed the mouth of the Rogue River about 5 o'clock: He caught up with the disabled craft about 6 o'clock. The boat was nearly under water and the two occupants were huddled in the bow. They were put aboard the Life Saving Crew's power boat. They first thought to put the sail boat back but she was too heavy and they cut away. It was foggy and dark and Captain Johnson and his crew put into Hunter's Cove for the night.

Captain Johnson said today that he doesn't believe that Silver would have lived another half an hour without aid, being chilled through and weakened by swallowing the salt water.

Silver and Weinegar came to Port Orford about two months ago from Bandon. Both are single.

Prof. Thomas Shaw, agriculturist for the Great Northern Railway, has been engaged by the Hill lines in Oregon to give a series of lectures in the cities and towns along these roads. He will talk to farmers at the different points along the Hill line up the Deschutes River, ending his trip in that section the last of this week.

S. R. Steele can sell you one of the best farms in Coos county 107 acres rich bottom land, 25 acres bench. Better see Steele within the next ten days if you want this farm dirt cheap.

A SNAP—Five acres one-half mile south of Prosper, 4 room house, big garden and berry patch, price $350. Ray Hall.