BERLIN IS MACHINE MADE

English Writer Calls It Stiff, Rigid and Rectilinear.

Was Berlin born last year or the year before? It is impossible to say from looking at it. Some of the trees in the streets look at least ten years old, but they must have been planted long before the city was thought of. The houses and the streets and the lampposts and the statues are all much too neat and new to have endured the rains of more than one winter. It is all, in fact, quite too new to be comfortable. One feels afraid to sleep in any of the houses lest rheumatism should be lying in wait in rooms where the plaster has not had time to harden.

I drove from the station in a "droshki" with a moustachioed old horse. Time had bent his forelegs into a very good imitation of a switchback railway, and as we plodded solemnly along the brand new asphalt roadway, with the brand new houses on either side and an occasional brand new electric car, with a brand new driver in a brand new uniform, I found myself wondering what the old horse must think of it all. One day he may have been grazing in an open field, and when he passed that way a week or so later he found a new broad boulevard, with hotels and shops and churches and great blocks of flats, all sprung up like mushrooms.

Berlin, then, is a great deal too perfect to be satisfactory. It is the machine made, not the hand made article—it was very decidedly made, not born. There is no spontaneity in it, no life. Compared to, say, London, it is like a beautiful marble statue to a living woman.

Berlin is, in fact, an awful object lesson to emperors and others who try to make a capital city out of a respectable village. It is easy to put up imposing buildings—if you have the money—and to cut out broad tree lined roads and have everything neat and nice and fine, but you only make your village bigger and finer without making it any the more a capital city. There is no getting away from the feeling that Berlin is a village—a big village, a beautiful, rectilinear, new-out-of-the-bandbox village, but a village all the same.—London Chronicle.

GIRGENTI THE BEAUTIFUL.

"No Place of Ruins In the World More Beautiful Than This."

Every one has heard of Girgenti, as of Syracuse, before coming to Sicily. The most beautiful city of antiquity has left an endearing name, and if the Girgenti of today be far from the Agrigentum of Roman splendor and still further from the Acragas of Greek beauty and magnificence it is still nobly worth seeing. Even the least responsive imagination can hardly fail to apprehend some idea of what this town must have been of old, when Acragas, with its vast extent and over 200,000 inhabitants, looked out across the dark blue waters of the Greek sea or Mare Africano from a lordly wilderness of superb temples and magnificent buildings of all kinds. Today it is worth a pilgrimage from the ends of the earth. There is perhaps no place of ruin in the whole world more beautiful than this. To see it, as the present writer last saw it, in a golden sunset glow, with the great temples gleaming like yellow ivory and the town itself of a dusky gold and the sea beyond and uplands and mountains behind irradiated with a serene glory of light, is to see what will be for life an unforgettable impression, an ever deeply moving remembrance.

To localize the three loveliest views in Sicily (and I fancy that most travelers would agree with me) I should specify that from the terrace of the Hotel Timeo at Taormina, that from the monastery hostelry of Madonna del Tindaro over Tyndaris and the Aeolian isles and that from the terrace of the Hotel Belvedere on the south wall of Girgenti, looking out on the lovely temples, the beautiful uplands and slopes and the blue sea washing Porto Empedocle below.—Century.

How Canada Was Named.

According to an eminent authority, when the Portuguese under Gaspar Cortereal in 1590 first ascended the St. Lawrence they believed it to be the strait of which they were in quest, through which a passage might be discovered into the Indian sea. When, however, they arrived at the point when they could clearly ascertain that this was no strait, but a river, they exclaimed repeatedly in their disappointment, "Ca nada" ("Here nothing"). These words, remembered by the natives, were repeated to the next Europeans who visited the land. The newcomers, hearing the phrase so frequently, conjectured that it must be the name of the country, so "Canada" it remains.

Money Made No Difference.

A poor but worthy old couple had a rare stroke of luck. Some relative died and left them a fortune of £20. The night of the arrival of the lawyer's letter telling them of their good fortune they sat up late, discussing the future and what they were to do with the great sum they had inherited. When they had done and were rising to go to bed the old man said, with a grand air of magnanimity: "Weel, I suppose, Janet, this'll mak' nae difference. We'll just speak to the neebours as before."—London Standard.

The Fact For the Figure.

"Of course," said the bachelor girl, "I am lonely, but I am afraid marriage would be out of the frying pan into the fire."

"It's more likely," answered Miss Cayenne, "to be out of the chafing dish into the gas stove."—Washington Star.

There will never be universal peace. It is an idle dream. People will always get married.

ATTRACT THE TOURISTS.

Good Roads Being Summer Visitors to a State.

The question of good roads in Vermont has been agitated more or less of late by the press and public all over the state, and it is apparent that both are waking up to a realization that a prominent factor in Vermont's prosperity will be permanent roads, which, along with fish, game and forest protection and promotion, will bring wealthy city visitors to the state for summer homes and country residences. The Barre Times thus speaks of the roads question:

"An automobilist talking on the subject of roads might be considered prejudiced in favor of good roads, but what the automobilist says about the condition of thoroughfares in Vermont is undoubtedly true. Here is what a motor car enthusiast from New York

A GOOD ROAD FOR TOURISTS.

state thinks of the conditions and the possibilities, speaking particularly of the roads on the western side of the state: 'It is a beautiful country and a delightful place to summer in, but there are many automobile tourists who would hesitate to come here because of the roads; whereas, if they were improved to a considerable extent, the influx of summer visitors would soon grow to enormous proportions, and the hotel keepers, merchants and other business men would accordingly prosper to the same extent. It takes so little to make good roads. The material is at hand, and it does not require a very heavy outlay. The people of Vermont are asleep to their opportunities. There are about forty weeks in the year in which to work, and in that time the state could do wonders toward improving its roads.'

"From the standpoint of the automobilist or from whatever standpoint, smooth, hard roads are an asset which any community or state might well labor to possess. It seems that the automobile must be the lever to start a general effort toward the betterment of the thoroughfares."

WELL KEPT ROADSIDES.

Every Landowner Should Help Beautify the Highways.

Attention should not be confined to the traveled roadway to the total neglect of the roadside, says the Auto Advocate. The importance of beautifying the unused margins of the road allowance is a matter which should be impressed upon every landowner. However good the road, it does not fully serve its purpose if the roadside is a tangled mass of weeds, brush, rubbish and tin cans. A farm usually partakes of the condition of the road leading to it, and the state of the roadside is apt to be an index to character of the farmer.

Rural England owes much of its beauty not only to its good roads, but also to the well kept roadsides, the magnificent trees and beautiful hedges. It is a power that creates a love of country and an unfaltering patriotism. Grade and level the roadside as well as the road. Establish a good sod. Keep down the weeds. Let the fences be neat and tasteful. Plant groups of trees and shrubbery. Utilize any springs available near the road to make drinking places for horses and cattle. In doing all this preserve nature at her best, making the most of natural advantages.

The roadsides cannot, need not, be converted into lawns, but they need not be the unsightly emblems of chaos that we so frequently find them. In building our roads the original beauty of nature is destroyed, and we owe it to ourselves to make such atonement as we can by restoring a certain amount of order and ornament.

Road Improvement For Poor Towns.

The board of supervisors of Sullivan county, N. Y., are urging an amendment of the state highway law by which towns of less than $1,000,000 valuation will receive from the state an amount of money for highway improvement equal to the amount raised in the town instead of 50 per cent, as under the present law. This, it is claimed, would help the poorer towns to improve their roads without unduly burdening them.

Auto Fees to Build Roads.

Secretary of State Laylin of Ohio estimates that the new automobile registration law, which makes him the registering officer and authorizes him to collect a graded annual license, will produce a state revenue of $50,000. As this is given to the state highway commissioner's fund it will probably restore the amount to be available for the good roads movement for this year to the original figure of $200,000.

The Road Building Season.

A considerable amount of money is annually expended on roads for which adequate return is not received by reason that the work is not done at the proper season. There is a proper time for building new, or rebuilding old earth roads, just as much as there is a proper time for doing farm work, and that time is as early in the spring as the ground settles after the frost has left it.

Land Notice.

JOHN MULLAN,

Attorney and Counselor at Law.

1310 Connecticut Avenue

Washington, D. C.

All persons who have heretofore made FINAL PROOF in any kind of Land, Mineral or Timber Entries, which has been accepted by the Register or Receiver of any U. S. Land Office, can have the issuance of their U. S. Patent for said Lands promptly attended to by sending me their Duplicate Receipts, or Certificates of Entry, and an agreement to pay me $10 when-ever said Patents shall issue.

JOHN MULLAN,

Oregon, California and Nevada State Agent

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Notify your friends in the east that reduced round-trip excursion rates will go into effect June 1, 1906, and tickets will be on sale daily until September 15, 1906.

Final return limit October 31, 1906.

Rates from principal Eastern points are as follows:

From Chicago.....$75.00
" Council Bluffs, St. Joseph, Leavenworth and Kansas City...$60.00
" Sioux City.....$62.00
" Denver, Colorado Springs, Pueblo and Trinidad.....$50.00
" St. Louis.....$69.00
" New Orleans.....$69.00
" Houston.....$60.00

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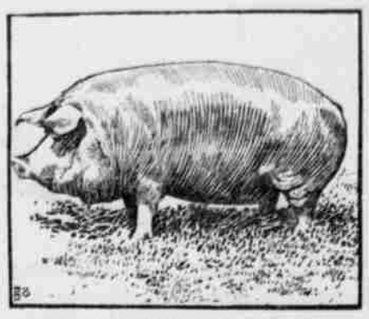
A POPULAR TYPE OF HOG

Duroc-Jerseys are probably found in all the states and some parts of Canada. They are kept in large numbers throughout the corn belt, and their strong constitutions enable them to stand heavy corn feeding well. In the south they adapt themselves easily to climatic conditions and are probably one of the best breeds for that section. They are red or sandy, with slightly dished face and lop ears. They are not so large as in former years, but there is no great difference between them and Berkshires or Poland-Chinas. There is considerable variation in the types found in different localities, but in general the Duroc-Jersey is a very good hog, matures early, makes economical use of food eaten, is active and hardy and adapted to conditions, from pasturing to heavy corn feeding. Duroc-Jerseys cross well with a number of breeds, notably the Poland-China, and do well to grade up native stock. Some claim the meat is rather poor, but slaughter tests hardly bear



OUR CHOICE, DUROC-JERSEY SOW.

[Grand champion, Illinois state fair, 1905.]

this out. In breeding qualities Duroc Jerseys stand high. This is one of their strongest points. The sows are good mothers, rear large litters, and the young pigs are quite active and hardy, says John R. Gentry of Indiana in Ohio Farmer.

The American Duroc-Jersey Swine Breeders' association, T. B. Pearson, secretary, Thornton, Ind., and the National Duroc-Jersey Record association, Robert J. Evans, secretary, Peoria, Ill., were established in 1889 and 1890 to protect the interests of the breed.

How the Mule Makes Good.

The writer by no means thinks that the mule should replace the horse on the farm. The mule's place is on the large farm, where hired help is employed. On the small farm, where one does most of his own work and has his sons to do it, the horse will likely give the best satisfaction. But where the teams have to be turned over to hired help the mule will be found more economical in that it will stand abuse better, is liable to get hurt, and improper care does it less harm. The mule will not drink more water than is good for it when warm, while the horse will be seriously hurt if watered when warm. Likewise in feeding, the mule will not eat more than is good for him when warm, while the horse will. The mule will never get into a wire fence and get cut up. Even in a runaway the mule does not often get hurt. The mule is also quite free from disease, due in a large measure to the animal's care in eating and drinking. The mule is also longer lived than the horse. The breeding of mules is in some ways more profitable than breeding horses, as the mule colt needs less care, is less liable to get hurt, as it has a keen sense of danger.—W. C. Palmer, Indiana.

Decline In Cattle.

There is now an unusual scarcity of cattle on the farms of Ohio and little or no prospect of any increase in the near future. But one thing can result from this condition of things, and that is an impoverished soil and later on an impoverished farmer. If any one will look up the facts as found in our statistical reports on farm conditions he will get his eyes opened to a few facts that will set him to thinking. Nearly all kinds of live stock are declining in numbers in the state. This decline, especially in cattle, is largely due to the prevalent idea among farmers that it is either too risky to feed them or that it don't pay to do so. This decline in live stock seems to be associated very closely with soil conditions, for it seems that our average yields of grain are declining also. If we would restore our live stock industries we would find our grain yields increasing.—Cor. Ohio Farmer.

When to Slaughter.

Cattle are fit for beef at eighteen to twenty months if properly fed, though meat from such animals lacks in flavor. The best meat will be obtained from animals from thirty to forty months old, though they may be used at any age if in good condition. A calf should not be used for veal under six weeks of age and is at its best when about ten weeks old and raised on the cow. There is a law in most states against selling veal under six weeks of age. Hogs may be used at any age after six weeks, but the most profitable age at which to slaughter is eight to twelve months. Sheep may be likewise used when two or three months of age and at any time thereafter. They will be at their best previous to reaching two years of age, usually at eight to twelve months.—Andrew Boss, Minnesota.

Health For the Swine.

The time for hog troubles is close at hand. The fellow who is too busy to use a disinfectant occasionally, and by this method keep the swine free from lice, and who thinks his hogs are as well off in a dry lot as they would be with the range of a clover field, will likely be the first one in his locality to howl "Cholera!"—Farm Journal.