

R. C. O'Brien.



GOING OVER THE RIVER

By FRANK H. BLIGHTON

(By Short Story Pub. Co.)

In a delirium of fever a newspaper reporter sees the call of death. This is a vivid piece of imagination dealing with a thought that some time or another has come to us all.

IN HEALTH, George Graves edited baseball news on a Quaker City daily. Now, as a newspaper reporter, he was called to the hospital.

In delirium he sometimes cheered ghostly ball players or sat up in bed to better write imaginary snappy narratives of the drama his heated brain unfolded before him. When rational, his sparkles of wholesome wit, his calm courage, and pleasing courtesy gave zest and spirit to the surgical ward where he lay.

The medical wards were overflowing, every private room was engaged, hence Graves was allowed to trespass on the good graces of "Big Jim" Kennedy, the house surgeon for the surgical section. He had once roomed in the same flats with the newspaper man and took a lively interest in his welfare.

The usual crisis was near for Graves. His friends on the paper had shipped in generously, from managing editor to copy boys, and the best physicians in the city were his attendants. His condition was serious. A black depression shadowed his desk in the broad street skyscraper.

He woke at midnight, entirely rational. There was a bustle at the door. Someone was brought in on a stretcher. A bed next his own was prepared, the figure was lifted into it. Graves thought he saw two sleek Chinamen standing near, looking with sad faces at the bed. When they had gone, to make sure, he called Kennedy.

"Three Lung, Chink," said the doctor. "The chaps you saw by the bed are his brothers. Rich, but has had a case peritonitis. Native doctor on place street prescribed yellow paper with tumble-bun sauce, to cast out the evils in his body. Only one chance for him—operation tomorrow, washing out of abdominal cavity with saline solution—may live—may die."

The foot of the Chinaman's bed was dropped up rather high when Graves awoke the next day, near noon. The faint smell of ether came to him. Presently the patient began to jabber. Graves sat up in bed, his matted hair clattering in waves around his gaunt face, with his ragged ends of fever beard. But his eyes sparkled, and a smile twitched the corners of his mouth. His friends scented the fun.

"Three Lung will now give the Chinese version of a Swiss mountaineer jodeling," he spluttered. "One lung would faint! Observe him carefully, gentlemen!"

As the etheric sleep steadily lifted from the Chinaman, he renewed his jabbering, mixing up English profanity with plaintive high-keyed blarney in his mother tongue. At the first pause Graves spoke again: "Imitation of a steamboat making a landing. Notice particularly the whistle and its absolute fidelity to nature!"

Piping yelps, ludicrously like the whistle, immediately followed. The Chinaman's after-operation agony was intensified by his high fever. In spite of the seriousness of the case the other patients roared with laughter at the predictions and their humorous realization.

"He a good boy, Mr. Graves," said the nurse, coming up to his bed. "Lie down and try to sleep."

Graves had a rise of two degrees in temperature, and the ice-water tub was rolled to his bedside. He stood it like the game fellow that he was, and experienced much relief when wrapped in a blanket afterward.

Presently he found himself on the brink of a very high cliff. Over its edge ran a wire cable, and hanging from it were many ropes, each attached to a stout pulley which ran along the top of the cable.

Garbed and bearded like the pictures in the family Bible, a patriarch stood near the cliff's brink, writing in a huge book the names of people who came there. While striding along the shore of Lake Massachusett, N. H., he halted; the progress of two bullets, the shots being fired from a further side of the lake. The lucky stone struck a life preserver as the bullets struck the stone at a distance of less than an inch, then glanced to either side, twice wounding D'Vys seriously, but not fatally.—Boston Globe.

Science vs. Politics
Scientists are busy ascertaining the exact weight of the earth, having left to the politicians the job of finding out what is the matter with it.—Morning Oregonian.

All States Recognize Laws Made by Others

The Constitution of the United States imposes certain obligations upon the states in their dealings with each other, Section 1, Article IV, providing that "full faith and credit shall be given in each state to the public acts, records and judicial proceedings of every other state." This clause has been held to mean that in civil cases, when the courts of one state have given a judgment, such judgment will be recognized and enforced by the courts of every other state without a new trial. It also means that contracts legally entered into in one state are binding and enforceable in another. In the matter of divorce, by this clause, a state is required to recognize a divorce granted in any other state, even though it may have been granted for reasons for which the laws of the first state would not allow a divorce. The only restriction which courts have upheld in their interpretation of this clause of the Constitution is that the state granting the divorce shall have jurisdiction over the parties; that is,

had ever seen in the world's activities or beheld in pictured presentation, was there. The panorama of personality dazed him.

There was not a word spoken, not a whisper exchanged between any of the arrivals; even the babies voiced no cry of pain or gurgle of pleasurable emotion. There seemed to be a complete apathy or insensibility of any one personality with regard to the presence or condition of any other in the gathering. Graves was puzzled.

He came at last before the patriarch, and murmured his name in response to some forward prompting. He was told to swing over the brink as those had done who had preceded him.

"But why?" said he. "This is death!" replied the patriarch, as he took the name of a beautiful woman and then that of a general in full uniform who was just behind her.

"What?" ejaculated the amazed young man.

"This is death!" calmly replied the registrar, and he again wrote the names of several. One of them wore a uniform of fine linen, one the tawdry garb of the slums.

"Does everyone die in this way?" asked Graves. It was so different from what he had imagined it would be.

"Yes!"

"Kings and queens, and great generals, laborers and paupers, sick women and tender babies?"

"Yes!"

"But," went on the bewildered young man, "I was always taught that at death there was a classification made."

"There is a switch on the cable in the mist below," answered the registrar, "where each is to go and there are no mistakes when the paths divide."

Graves pondered. More people passed him. The procession seemed endless. Back in the throng he saw a Chinaman—it was the same one who had occupied the bed next to him in Jefferson hospital.

"Well," said he, and there was no fear in his heart as he spoke, "if fragile babies and gentle ladies, brave generals, criminals and saints must all go through the same procedure, I guess it is good enough for me."

He reached out his hand for the pendant rope. The Chinaman stepped in front of him, jerked it from his fingers, and swung over the cliff.

He looked around. The hospital walls stared at him. It was midnight and very still. Kennedy and the nurse bent over the bed next to his. They were putting up a screen around it. He raised feebly on his elbow to see better and noticed that he was perspiring freely. The nurse turned to him.

"Don't make any noise, Mr. Graves. The Chinaman is just going over the river!"

Palestine
There are so many things that might be said about Palestine in spring time! To begin with, it is one of the most beautiful countries in the world. It is well worth visiting for its own sake, quite apart from its religious associations.

The wild flowers on the Judean hills, standing out in their bright red and yellow and blue against the bare rock (for there is very little grass), are a sight to be remembered; and they set you wondering whether the makers of those stained-glass windows in our Gothic churches can all of them have been to Palestine, for the flowers shown there have always an unnatural brightness and absence of a green background.—C. W., in The Outlook (London).

Engineer With a Heart

The train was speeding along toward the tunnel and the eclipse was gradually getting to total. Westchester commuters were straining their eyes for a final glimpse, many wishing the train would get in a jam so that they could see the great show. Then the train stopped. It remained still until the sun was entirely covered and then moved quickly into the tunnel.

The good road driver produced more good news. Dozens of official proclamations that Grand Central many passengers are moved forward to thank him.—Wall Street Journal.

Surely Lucky Stone

No sir! You can't convince G. W. D'Vys of Rowe, that the genuine Hindoo lucky stone he carries in a wallet in a pocket over his heart isn't genuinely lucky. While striding along the shore of Lake Massachusett, N. H., he halted; the progress of two bullets, the shots being fired from a further side of the lake. The lucky stone struck a life preserver as the bullets struck the stone at a distance of less than an inch, then glanced to either side, twice wounding D'Vys seriously, but not fatally.—Boston Globe.

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GOOD ROADS

GLACIER TRAIL IS MAKING BIG PLANS

Two very important divisions were completed last season to the Glacier Trail system, one the alignment into northern South Dakota and the other through the Lake Park region of Minnesota to Winnipeg, Manitoba. These divisions will serve thousands of travelers in 1925.

Figures accumulated from the states of Missouri, Iowa, Minnesota, North and South Dakota and Montana indicate that the roadbed of the Glacier Trail system is exceptionally good; 2,500 miles of well-marked alignment is composed of 310 miles of paving, 1,497 miles of graded gravel, 603 miles of graded dirt highway, most of the latter being under contract for surfacing in the near future. Two million dollars was invested in 1924 in permanent construction along the 2,500 miles of this popular trail from St. Louis to the northwest.

Advices from the state highway departments indicate that Missouri leads in proposed development and in 1925 will be the banner state in accomplished road construction, and that Iowa is well advanced, except for surfacing in the southern part of the state, but that radical changes in the administration of the Iowa road program now under consideration by the legislature will bring about the desired results.

The Missouri and Iowa road development on the Glacier Trail begets an epoch-making period in a changed trend of travel to the north and northwest.

Illinois pavement now carries the hundreds of thousands of travelers who will soon be passing over the Glacier Trail 200 miles closer to their northern objectives.

Authorities concede that 90 per cent of the automobile tourists are directed from touring bureaus in their travels. It is, therefore, consistent that the marked highways, which really give value received, maintain touring bureaus at strategic points.

Last season the Glacier Trail maintained three touring bureaus, located advantageously for the travelers' convenience in St. Louis, Mo.; St. Paul, Minn., and Minneapolis, Minn. These three bureaus handled 16,770 touring parties in 1924, with an average of three persons to the party, or a total of 50,328. Forty-two per cent of these traveled all, or a part of the way, on the Glacier Trail, as directed from these bureaus. More than 10 per cent completed a tour to the Glacier National park, Montana.

This year more bureaus are to be established and managed by thoroughly competent attendants, who will have available accurate touring information, with road condition and weather reports, and whose business it is to direct just as many travelers as possible over the route of the Glacier Trail.

Through affiliation with the National Highway association of Washington, D. C., the Glacier Trail has become a part of the proposed 250,000-mile system of national highways to be built and forever maintained by the United States government.

Through this national association it has been possible to put out 100,000 large and accurate United States touring maps, which set out the alignment of the Glacier Trail, as well as all the other main automobile thoroughfares in America. These will be displayed in all principal touring bureaus, hotels and garages.

Approving Federal Road System Epochal Event

The final designation and approval of the federal-aid highway system in the states is an event that will be recognized as time goes on as one of the milestones of progress in the improvement of the highways of the country, according to the annual report of the bureau of public roads of the United States Department of Agriculture.

The map of the system presents a definite plan for the improvement of the main highways of the nation—a plan that it is possible to carry out in a period of not more than ten years, and which, in that limited period, will result in a connected system of arterial highways that will permit unobstructed highway transportation between all cities of 5,000 population or larger. The duty of constructing the connecting roads which are needed to give access to the main system rests with the states and counties.

The roads on the system have been and are being improved by the states with the assistance of the federal government, which pays up to 50 per cent of the cost. During the last fiscal year 8,620 miles were completed in this way, bringing the total completed since 1916 to 35,157 miles.

Gasoline Tax Favored

More than three-quarters of the states in the Union as well as the District of Columbia have adopted the gasoline tax as an equitable means of procuring funds for highway development. In practically every case the funds secured through this tax are used for road improvement, either construction or maintenance. Many highway officials predict that within a few years this means of raising funds for highway work will be in force in every state in the nation.

Cars Test State Roads

New York state has three cars equipped with a road testing device. Twice a year—in spring and fall—these cars cover all the principal highways of the state, thus not only enabling the bureau of highways to know whether the state is getting full value from contractors, but also how much wear is inflicted on the roads by reason of summer traffic as well as by winter snows. This information is of the greatest importance.

Good roads save the "mud tax."

POULTRY FACTS

EXPERIMENTS SHOW HIGH FEED VALUES

The results of the feeding experiments conducted during the past three years by the poultry department of the Idaho Agricultural college show that the ration containing peameal and sour skim milk was outstanding in making hens lay. A ration in which the dry mash contained 20 per cent peameal and unlimited sour skim milk gave higher percentage egg production, more eggs per pullet, cheaper eggs and greater profits over feed cost than any of the other rations in the experiment. This ration made the hens lay a large number of large eggs.

Peas are available or may be grown in nearly every part of Idaho. The expense of grinding them into pea meal and placing them in the dry mash is small.

During the present year, the pen in the feeding experiment getting pea meal and sour skim milk gave an average egg production of 49.6 per cent. Eggs were produced the year around at a feed cost of 14 cents. The pullets averaged 181.2 eggs each, consumed 39 pounds of grain, 21.8 pounds of dry mash and 148.2 pounds of sour skim milk each and made a profit over feed cost of \$2.83 each. Forty-four per cent of the eggs laid by this pen weighed 24 to 25 ounces to the dozen, 30 per cent from 22 to 24 ounces, and only 17 per cent below 22 ounces. When the results of this pen are compared to those of one not getting the peameal or sour skim milk, they show that the peameal and sour skim milk pen laid over three times the total number of eggs, over seven times as many marketable eggs, or eggs over 22 ounces per dozen, gave \$1.67 greater profit over feed cost per pullet and produced eggs at 7.5 cents cheaper feed cost per dozen.

Undersized Pullet Will Make Poorest Egg Layer

"Experience is the keynote in profitable egg production," declares J. G. Halpin of the University of Wisconsin poultry department.

As in many other things, it is easy to say it should be done, but quite a different matter when it comes to doing it. It is just like feeding cattle—two men may divide a herd equally, and both feed the same kind of feed; yet one will lose, while the other will make a profit.

Immature and undersized pullets are the cause of low egg production in many flocks," continues Halpin. "Some people try to make themselves believe that they have a flock of good-sized pullets by weighing the largest ones. A pullet which is under-size or immature will not lay enough to be profitable. What one man considers a small pullet, may be considered large enough by another man. But there are standards of weight which are about right for egg production."

The time which the chicks should be hatched depends upon the man who is doing the feeding. Chicks under one man's care may mature much earlier than under the care of another. Pullets should be matured at a time when they will come into laying in the early winter months when egg prices are highest, advises the poultryman.

Cure Egg-Eating Hens

To stop hens from eating eggs provide plenty of oyster shell and feed the scratch grain in the litter, so the hens will be kept busy as much of the time as possible. Feed a balanced ration containing plenty of meat food—20 per cent—and darken the nests so the hens will not be so likely to see the eggs.

Poultry Notes

Ducks are usually mated in flocks of about thirty females with five or six males.

Animal protein in the form of meat scrap, tankage, fish scrap, dried buttermilk, or semi-solid buttermilk is very essential to heavy egg production.

Guinea fow will remain closer to farm buildings if only one male bird is kept for every three or four females.

Certain diseases of turkeys are obtained from chickens and vice versa. The best way to hatch them is under the turkey hens.

Be sure the hen is thoroughly deloused before setting, and also the first and second week after setting. Do not put any lice powder on her just before the chicks hatch, however.

Sickness must be expected in flocks where the houses are kept in an unsanitary condition. More than one man has been driven out of the poultry business by tolerating filth.

Early hatched chicks will make more rapid growth than late hatched ones. If one wishes to sell breeding stock this is a decided advantage.

Do not allow the turkeys in the same house with the chickens, and, if possible, do not allow them to range with the chickens.

Ducks do not need running water if provided with good, clean drinking water.

Exercise generates heat. Make the poultry flock work for their grain by feeding it in a deep, clean litter of straw.

When the chickens are ready to be sold they should be confined, six birds to a small pen about 2 by 2 feet, for from ten days to two weeks. This prevents them from wearing much of the fat off by running around.

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