

RURAL TOPICS

WHAT SOUNDNESS MEANS.
A satisfactory definition of sound or soundness is not easily given. There is no other word that conveys quite the same meaning. A person is said to have a sound body, or an organ is said to be sound when it is healthy. This term as it applies to the horse includes a little more. According to a bulletin of the Indiana Experiment Station, the horse is sound when he is healthy, and when his conformation is such that he has not had and is not likely to have any tendency to any particular disease. The term "sound" as used by veterinarians and dealers is often loosely construed. It may mean anything from freedom from lameness or not withered, to an apparently healthy condition at the time of examination. There is no fixed technical or legal definition that is uniformly recognized. The English definition of unsoundness, while defective in that it is wholly based upon the usefulness of the animal, is one worthy of being repeated, and is as follows: "Any disease or alteration of structure from disease or accident, which does interfere or may in its ordinary course interfere with the animal's usefulness is unsoundness, and furthermore, slightness of disease or facility of cure is no qualification as regards such unsoundness."

An animal which may have had diseases that have been cured, or may have some disease at the time of examination that does not interfere with his usefulness for some purposes, is then said to be "serviceably sound." In some places "serviceably sound" refers only to wind.

A vice is not necessarily unsoundness, but some of them lean to unsoundness, and may, therefore, be considered as part of the examination in the selection of an animal. Vices are such traits of character or such habits as have the tendency to produce disease, or to lessen the usefulness, mar the appearance, interfere with or make dangerous the handling or cause the destruction of property. Before examining the horse, the purchaser should decide upon the character of the service for which the animal is intended, whether for slow draft, heavy or light harness, saddle or combination. The class or type, size, age, gait, sex and color should be approximately settled. Ample time should be taken in the selection of a horse. This can usually be done when the animal is obtained from the dealer or producer, but seldom allowable at public sales or sales stables. At a public sale the horse is sold as sound, "serviceably sound," or at the "end of the halter." When the horse is sold as sound, the purchaser has the privilege of returning the animal if found to be otherwise within a day or two. If sold as "serviceably sound," the term applies merely to wind and the ability to do work. In some cases the special disability is mentioned. If sold at the "end of the halter," the purchaser takes all the chances on the number and character of the diseases that may be present.

DAIRY PRODUCTS AND FOOD.
When it comes to making a comparison of the value of the animal food products of the farm, the dairy leads them all far and away. Over and over analysis by the best experts show that three pounds of milk are equal as food to one pound of meat of the best quality. Now we know also that about the best that can be done in making meat with the same farm products is two pounds per day. Only a fair cow gives 2,200 pounds of milk a year. That exceeds the food value of two pounds of meat daily for the year. But considering that good cows—not the best but only good—give more than twice 2,200 pounds yearly, and it gives one a fair idea of the value of dairy products. This is putting the question of comparative value on bed-rock facts.

Of course we all understand that meat and vegetables, fruits, etc., are essential in the dietary, and must we devote time and acreage to growing all these? We allude to the dairy question in this way to give emphasis to the importance of it, and to show that if it does require hard work and constant attention these are most worthily bestowed in the great program of human industry.

Another important feature in dairying is well stated by the Iowa Agricultural College, as follows:

One ton of butter, worth \$600, robs the soil of only 50 cents' worth of fertility, while a ton of wheat takes from it \$7.50 worth. In reality the dairyman is selling air, sunshine and rain. If the population increases at the rate prophesied and expected in the coming year we will have three people to feed where we have one now.

Our grain crops are reducing in production per acre yearly, while dairying is increasing, and dairying in Europe is made profitable on land valued at \$200 to \$1,000 per acre. In fact, the farmers there are even importing American feed and still making this land pay him for dairy farming purposes.—Indiana Farmer.

PARM NOTES.

The cheese taste of butter is due to lack of thoroughness in washing and removing the buttermilk. Butter will not keep well if any of the buttermilk remains.

Remember that cows exposed to cold rains run down in milk yield. It is only the regular good feeding that keeps up milk flow. Pure air, sunshine and good balanced rations are all essential for the dairy cow.

It will pay to take extra good care of the heifers that are to come fresh next spring. Most of us know what our cows are producing, but do we know what it costs us to make them produce it? This is the thing that counts.

It is not so much what we get for butter as what we get over and above the cost of production that tells the story.

When milk is placed in the cellar particular attention to cleanliness must be given. Not a cobweb overhead, not a half-rotten vegetable, nor anything that will make a bad smell, must be permitted there. The floors must be kept perfectly clean.

Feed for the object desired, and never allow the fowls to become over fat. With proper feeding goes exercising and without proper muscular movements the digestion will be defective and no good results can be expected.

Keep the old geese for breeding purposes. Market the young ones. Geese may well be kept in service many years and thus differ from chickens.

When pruning is done it is a good plan to leave some of the trimmings on the ground so that the rabbits and mice will not have occasion to feed upon the trees.

SAPLINGS SHOULD NOT BE FELLED.

It is worth while for farmers to pay a little more attention to their farm timber lots. Anyone who has had to buy timber lately knows that its price is almost prohibitory.

In fact, building operations on the farm as elsewhere have been greatly kept back by the high prices asked for all kinds of lumber.

Take a trip about the country, and you will see some things that will make your heart ache if you care anything for trees. In the mill yards of the east and middle west, where hemlock and pine grow, you will find little trees, hardly as large around as a stovepipe, waiting to be sawed.

Some of these will hardly make a two by four scantling.

If those saplings could have been permitted to stand a few years longer they would have been worth many times more than they are now. But the spirit seems to be to cut the trees down now and let them go for what they will bring. This is quite in line with much we do in other directions at the present time. The dollar we can get now is the dollar we must have. Tomorrow may look out for itself.

The farmer has it in his power to put a check to this waste. How? By cutting only such trees as are dead or beginning to die. The best farmers do this themselves, and if they rent their lands they insist that their tenants shall do the same. And then they may set out more trees.

If they are compelled to cut any live trees for building purposes, they may also set out other smaller trees to take their place. They may also fight fire, the worst enemy we have in our forests. They may work for better timber laws. And they may educate their boys to love the woods and try to keep them growing.—Weekly Witness.

ECONOMY IN FEEDING.

Poultrymen do not care what the cost of the food is for their fowls as long as there is a proportionate profit. When there are no results from the hens to pay for it any kind of food is expensive. If certain foods are used because they can be purchased cheaply and no benefit is derived there is no economy in the use of them. The fact that fowls are fed mostly on grain is due to the fact that it is easily handled and more easily procured than any other food, but unless the hens lay better than on other materials the food is wasted on them. It is better to have no hens at all than to feed them materials which might be more profitably disposed of in some other way.—Farmers' Home Journal.

MAKE THE COW COMFORTABLE
Whatever adds to the comfort of the cow increases the milk yield. Discomfort decreases the yield. Strive to make the cow comfortable. Give her shade during the hottest days and the best protection you can from flies.

TALLOW IS FATTENING.
It is said that beef or mutton tallow is most excellent fattening food for poultry and may be fed at the rate of one ounce to each bird per day with profit, provided it does not cost in excess of six cents per pound.—Farmers' Home Journal.

SMALL FLOCK BETTER.
One of the reasons why a small flock of hens does better than a large one is because table scraps form a large part of the small flock's rations, and they are an evenly-balanced ration.—Farmers' Home Journal.

THE CONVOY.



—Week's cleverest cartoon, by C. R. Macauley, in the New York World.

CAPTAIN TELLS OF THE WRECK

Ship Sank Under Him and He Was Rescued From the Sea—Williams, the Second Officer, With Him to the End—Fished From the Water First, He Directed the Search For the Captain—Praise For All the Ship's Men.

New York City.—Captain William J. Seably, of the wrecked White Star liner Republic, told the story of the disaster. One thing he did not tell was why he had elected to stay with his ship until it sank. Being an officer of the Royal Naval Reserve and a commander for the White Star, Captain Seably presupposed that this act needed no explanation.

"Before 6 o'clock on Sunday night we knew that the Republic would never live to reach Martha's Vineyard," was the way Captain Seably began his tale. "By 7 o'clock she was way down in the stern, and wallowing with long, painful rolls, that meant there was very little more life left in her. Williams (R. J. Williams, the second officer) and I stood on the bridge and kept our eyes ahead on the lights of the Gresham and Seneca, which were towing. The ship was so low in the stern that the waves were breaking over her at that point and the water was swishing clear up to the ladder of the saloon deck at."

"I think it must have been just about 8 o'clock when we both saw that she was going to drop under us within a very few minutes. First thing we did was to prepare a Holmes distress light, which burns when it touches water. This we left on the bridge with us so that when we went down the men on the revenue cutters could be directed to the spot where the Republic went down. While we were working over the light Williams, who has a bit of sporting blood in him, joked about our situation.

"What do you make of it, Williams?" I asked him.

"I don't think it will be a long race to the bottom," he laughed. "When you are ready let her go and we'll make a sprint of it."

"Before we had finished with the Holmes light we began to hear a roaring and cracking of the deck beams back of us. It was the air driving out ahead of the advancing water. That is the last call of a sinking ship. I directed Williams to burn two blue lights, the signal to the revenue cutters that we were going down and for them to cast off. Then I let loose five shots with my revolver.

"We were going down steadily then and pretty fast. I seized at Williams to make for the foremast ladder to the saloon deck, each carrying a blue light in one hand. By the time our feet touched the saloon deck it was at an angle of nearly thirty degrees, wet and slippery. We could not keep our feet, so we grabbed the rail and crawled. The water was rushing up on us from behind and the explosions and rending of the timbers from 'midships told us that already the stern was under water.

"We had reached the fore-castle head when Williams slipped to the deck and grabbed a post of the rail with his elbow. That was the last I saw of him until after it was over. I managed to get forward to the foremast and to climb the rigging as far as the forward running light, about 100 feet up. Below me, about half of the ship was visible and she was tipped up like a rocking chair about to go over backward.

"My blue light would not burn because it had become wet. I fired one more shot from my revolver, the last. Then everything dropped and I was in the water with the foremast slipping down beside me like an elevator plunger.

"There was a boiling, yeasty mass of water about me and a great roaring. I went under, but came up again, for the air had gathered under my greatcoat and buoyed me up. I guess I went around spinning for a time; then I hit a spar. From the spar I managed to get to a hatch cover. Things were flying around in the water and came near being badly battered before I managed to pull my body up on the hatch cover and lie there all spradd out with nothing but my head and shoulders above the waves.

"It was very cold. I saw the

searchlights on the Gresham and Seneca trying to pick me up, but they went around and around and missed me. I managed to load my revolver again and it went off, although it had had a ducking. Soon after that a boat manned by four of the Republic's crew and four sailors from the Gresham, commanded by Gunner's Mate Johnson slid up near me. I waved a towel I had picked up out of the water. They saw me and came and picked me up. I was weak and cold—quite finished. Williams was in the boat when it picked me up. I was glad to see. He was quite done up, too. We were quite back on our feet again after the men on the Gresham had ministered to us. I cannot say too highly of the work of the revenue cutters that were trying to tow us; it was magnificent."

Captain Seably had a word to say about his officers and crew.

"I have nothing but praise for the actions of the officers and crew of the Republic both at the time of the collision and subsequently during the very trying task of getting the passengers transferred to the Florida. The success of this maneuver is attributable to the remarkable discipline and cohesion between officers and crew. The passengers themselves aided greatly by their conduct. There was absolutely no panic among them and the women behaved splendidly."

The Republic's commander, also said a generous compliment to Blinn, the wireless operator, who had stuck to his post although part of the wireless cabin on the boat deck had been carried away by the Florida's prow.

Second Officer Williams told of his experiences after he had become separated from his superior on the slanting deck of the Republic. He said:

"When I fell down on the saloon deck on the port side I hung onto the rail with my elbow. In three minutes it was all over. I felt her lift straight up in the air and saw the prow right over my head; then she just slid down. I felt the stern strike bottom, for there was a jar and then I felt something give. I believe she broke in the middle where she had been rammed by the Florida.

"I was pitched off the deck before the rest of her dropped out of sight. I just caught a glimpse of the keel dropping just as I hit the water. I tread water for a second to get my hair on, then I struck out for shore. I took down strokes before the bill of the water got me.

"A grating hatch hit me and I held on. I couldn't climb onto it because the seas rolled me off every time I scrambled up. I was getting tired of trying when another grating came along. I grabbed it with one hand and held on between them. I guess I was in the water almost half an hour when the boat from the Gresham came along and pulled me out. I directed the men where to look for the captain and we found him in another five minutes."

Williams saved a briar pipe and a pocketpiece out of the wreck and that was all.

Jack Blinn, the wireless operator who flashed the news of the Republic's ramming to Siasconco wireless station and who subsequently kept at his place communicating with the ships hastening in relief, seemed to believe that the loss of 500 cigarettes he had with him when the Republic left New York on Friday was one of the most serious features of the wreck.

"Part of the wireless cabin was torn away in the crash," said Blinn, "but the instruments were not hurt. As soon as the captain heard what the damage was he sent me orders to send out the distress signal. I found that the instrument was dead. The electric motors had gone bad with the flooding of the engine room. I knew where the accumulators—storage batteries you call them—that are carried for emergencies just such as that one were kept, and I groped for them in the dark. When I got them coupled up I tried the key and found that the spark was right."

Virginia Railroads Lose

Two-Cent Case Again.
Richmond, Va.—The right of appeal to the State Supreme Court of Appeals in the two-cent rate case was refused by the railroad. The roads now have two courses open to them. They can either bring the United States Circuit Court of Appeals and have the case heard at length, or they can go to the Corporation Commission and make application for a revision of the rates on the ground that the roads are losing money. Meantime the two-cent rate prevails.

No Refuge On Earth Now For

Embezzlers and Defaulters.
Washington, D. C.—The last haven of refuge on earth for American bank wreckers, embezzlers, defaulters and other criminals of that class was removed when the Senate ratified an extradition treaty with Honduras. It is believed that under this treaty Honduras may be persuaded to surrender many old offenders who have taken up residence there, although that country has found them desirable because they always had ready cash.

NEWS OF PENNSYLVANIA

AGED COUPLE MURDERED.

Farmer and Wife Struck Down At Night In Barnyard.

Philadelphia (Special).—Beaten to death and afterwards mutilated, the bodies of Mr. and Mrs. Henry James, of Willistown, were found in the barnyard of their home, which is on the road from Newton Square to Berwyn, both suburbs of Philadelphia.

As the result of the investigation the Chester County police learned that a farmhand, who had recently been employed by James and who had been discharged after a few days, had threatened to "get even." This man was a foreigner, and a search is being made for him.

The Jameses had a large and well-kept farm and were reputed to be wealthy for people of their mode of life. It was generally believed that they kept a large sum of money about the house, and many things point to the supposition that the double murder was committed by robbers. They lived alone.

Crawford, William and George Johnson, nephews of the couple, who discovered the bodies, are of the opinion that their uncle and aunt were slain by robbers. The boys found the bodies when they came to borrow horses their uncle had promised to lend their father. They at once notified Constable Mullen, of Berwyn, and others, including their father.

James and his wife drove to a settlement known as Leopard, three miles away, to attend a church social. It must have been midnight when they reached home. Mrs. James went inside and her husband drove around to the barn to unhitch the horse from the buggy. As he was leaving the stable he was struck down from behind.

Mrs. James probably heard the scuffle and rushed to her husband's assistance. The murderer or murderers waited until she had reached the barn and attacked her too. She fell beside her husband's body.

The fact that the woman had entered the house first was established by the discovery of her hat and coat on a chair in the kitchen.

There was a hole in James' head which had evidently been made by a hammer or the blunt end of a hatchet. His assailant had dragged his body over to the barn and propped it up against the wall. There the dead man sat with his head bent forward in his hands, from which he had not had time to draw his driving gloves, on his knees. He still wore his overcoat and his hat lay to one side. Three feet away was the woman's body. She also had a wound on the head to show how she had come to her death.

CHILDREN CREMATED IN HOME.

Four of Pennsylvania Couple Lost; Parents Badly Hurt.

Pittsburg (Special).—Four children were cremated and their parents seriously injured in a fire which destroyed the home of A. M. Kendall, Bryson Hill, Dunbar, east of this city.

Mr. and Mrs. Kendall leaped from a second-story window and were dangerously hurt. It is believed the fire started from a small gas stove which was left burning when the family retired. The parents made repeated efforts to reach the room occupied by their four children when the fire was discovered, but were finally compelled to jump from the window to save themselves.

Damage is estimated at \$5,000.

ROBS CHURCH CORNERSTONE.

Meanest Thief On Record Also Stole Tools.

York, Pa. (Special).—A thief broke into the blacksmith shop of Jacob Leber, stole a crowbar and several chisels. With them he removed the cornerstone from the Canadock Lutheran Church, took out the small tin box and robbed it of several pennies and nickels which had been placed there when the stone was put into position.

There was a small Bible and few church papers.

ORDERS 2,200 FREIGHT CARS.

Pennsylvania Railroad Places One Of Its Largest Orders.

Philadelphia (Special).—The Pennsylvania Railroad Company announced that orders for 2,200 new steel freight cars for use on the lines west of Pittsburg had been placed. This is one of the largest orders given out by the company for sometime. Old and worn-out cars are to be replaced by the new ones.

The order has been placed with four companies, as follows: Cambria Steel Company, 1,000 cars; Pressed Steel Car Company, 500; American Car and Foundry Company, 500; Standard Steel Car Company, 100.

Cannot Bar Autos From Roads.

Pittsburg (Special).—According to an opinion handed down by Judge Robert S. Frazer, township authorities have no right to deprive motor cars or automobiles of the privilege of being run along public highways. This decision was caused through a suit entered by Thomas Walker, against the Commonwealth, after the township authorities passed an ordinance restraining motor cars from being run along the Little Sewickley Road.

PANIC IN A COAL MINE.

Explosion Causes Three Hundred Men To Rush For Exits.

Pittsburg (Special).—Two men were killed and three hundred others narrowly escaped death from an explosion of coal dust at the Sewickley mine of the Keystone Coal and Coke Company, at Madison, Pa., near here. The dead:

Alonzo Carnathan, aged 21 years.
Paul Bozila, aged 23 years.

The explosion caused a panic among the day shift at work, numbering about 300 men, and all made a rush for the exits. With the exception of the two victims mentioned, all succeeded in escaping before the fire damp settled around where they were working.

Carnathan, who was working about a mile and a half from the mine entrance, is supposed to have loaded a car with slate, and while waiting for it to be removed to have fired a shot, igniting the dust. The bodies of both the dead men indicated that they were not killed by the explosion, but were suffocated by the fire-damp.

Half a dozen fire bosses entered the mine after the explosion and brought out the bodies of the two men. They pronounced the mine safe and later the night shift of miners went to work as usual.

WIDOW CONFESSES MURDER.

Two Men Accused of Crime Will Be Released.

Sharon (Special).—The mystery involved in the murder of James Harry, an employe of the Shenango Furnace Company, here on last Thanksgiving Eve, was cleared when the man's wife, Mrs. Ella Harry, who was arrested charged with the crime, confessed the details of the tragedy. The confession of the wife will result in the discharge of William Hugg and John Ward, who found the body and were arrested because \$45 Harry was known to have had was missing. It now develops that the woman took the money after shooting her husband.

According to her confession, Mrs. Harry says she killed her husband because he chided her for not paying bills for which he had given her money. Mrs. Harry is skilled in the use of a revolver, and on the night of the tragedy she says she followed her husband down the railroad tracks when he started for work and shot him.

Woman Sues Character Witness.

Reading (Special).—At a hearing before Magistrate Miller several weeks ago, John B. Weida, a witness, is alleged to have said: "I don't believe her on her oath because she has perjured herself too often." This statement a suit for slander for \$5,000 was instituted against Mr. Weida by the woman's attorney.

STATE ITEMS.

Charles H. Baker, of York, sustained injuries at the Hesman Noss planing mill that may prove fatal. While operating a machine a gaining head became loosened and struck him on the chest above the heart. The metal penetrated between the second and third ribs and just barely missed the lung.

Sparks from a miner's lamp ignited lumber in the Mineral Railroad & Mining Company's Cameron colliery, near Shamokin, setting fire to underground workings. A general alarm was sounded and a fire brigade battled with the flames, which the company reported extinguished.

Thousands of grinding ice cakes, checked by the solid frozen gorges on the Susquehanna, have jammed the river from shore to shore from Falls Station back as far as Goldsboro. Much drift wood is imprisoned in the ice, which also had struck several flats and a tool house. The owner of the tool house today offered rivermen \$25 to recover his tools. No one accepted the offer.

The Lehigh Hose Company, of Bethlehem, has elected these officers: President, O. E. Groman; vice president, M. H. Kreege; treasurer, F. J. Haus; secretary, E. H. Ritter; trustees, Stewart Wasser, George Karte, Herman Rice; foreman, George Kurtz; assistants, Albert P. Moyer, Philip Fransue. The company will give a minstrel show in the near future.

Senator W. A. Clark, of Montana, is reputed to be in control of a company which will erect a large plant at Corry for the manufacture of titanite, a new explosive on which Senator Clark is said to own the American patents. Work on the new factory is to begin next week. Titanite cannot be exploded by electricity, fire or friction, a special exploding being required to cause a discharge.

Augustus N. Brown, of Bernville, has resigned as cashier of the First National Bank there to accept a similar position at Mohnton. He will be succeeded by Lanus C. Klopp, of Krick's Mill.

While the seeds of the dorowa, an East African leguminous tree, are used for food, the pods and leaves form an excellent cement when mixed with crushed stone.

Portugal has decreed an additional importation of 50,000,000 kilograms of wheat.