...ead Fate ...Marne Defeat

... Rosner, former war ... of the Lokal Anzeiger ...er's personal panegyrist ...ers, has written a new ...ng his impressions of the ...g the tragic days of the ... collapse of the German ...h presents the ex-monarch ...s flattering light than Ros... ...er fulsome descriptions. ...e most interesting chapters ...to the effect upon the kaiser ...expected disastrous defeat ...rne in the July, 1918, cam... ...hen American troops played ...decisive role, smashing the ... the German salient at Sois...

...aiser in that defeat correctly ...e loss of the war, probably the ... the Hohenzollern dynasty and ...cene which Rosner vividly de... ...s turned upon General Luden... ...hitherto the military idol of ...uarters rebuked him for the op... ...m which insipred the fatal ...ie offensive and treated him with ...d reserve which presaged his later ...nfall.

...he kaiser hurried to Avesnes, head... ...rters of General von Hindenburg ...d Ludendorf as soon as the news ... the reverse was known to learn the ...tails. The motor trip was of the ...oomiest nature. The kaiser rode in ...reary silence.

General von Plessen, the kaiser's ...ersonal adjutant and friend, appar... ...ently affected less by the defeat itself than the probable effect on the dynasty declared that Von Hindenburg and Ludendorff should never have permitted the kaiser to expose himself to the risk of his personal prestige and the monarchy by linking his name with an offensive, launching it in his majesty's presence, unless absolutely sure of the result.

Snubbed General Ludendorff

Finally Avesnes was reached, and the kaiser grasped Von Hindenburg's hand, whose first words confirmed the tidings of disaster. "Your majesty has seen much in these grave days; war has shown its hard face." The kaiser then greeted Ludendorff with a formal "Your exctllency," instead of the usual "My dear general."

The kaiser then listened to Von Hindenburg's account of the reverse which the latter ascribed to the unexpected use of hundreds of whippet tanks with machine guns, against whoch the Germans had no defense. The emperor interjected the question "Oour men failed us?" to which Von Hindenburg replied that the resisting power of the reserves southwest of Soissons had been overestimated, but that the situation was difficult for any troops.

Worried About His Prestige

"Will the new line hold; have you thought of the effect of this for the crown?" was the tenor of the emperor's next remark, showing in what direction his thoughts were turning. Von Hindenburg's reply contained an implied rebuke for the imperial self-seeker. Certainly the effects upon the internal situation weighed heavily upon hos heart, but his first ahought, naturally, was of his military obligations, of the security of his armies and the attainment of the military goal.

The field marshal then called upon Ludendorff, whose first phrase caused the discharge of accumulated imperial displeasure and pain. "This distrtssing surprise for the supreme command," Ludendorff began, but the kaiser interjected. "So we regularly are surprised!" Ludendorff, disregarding the interruption, continued, "Lay not in the counter-attack itself—we had to expect that from the moment when our attack east of Rheims stopped and enabled Foch to dispose his reserves—but in the failure of our first line to hold, and consequently to extend the enemy's initial success." As the defeated general continued to discuss the possibilities of the situation, the chances of forming and holding a new line, withdrawing the armies to safety from south of the Marne and admitted that he couldn't foresee a result which depended upon the resisting power of the troops, but could only hope that the troops would hold, the kaiser grew gloomier and gloomier.

Visioned Retreat to Rhine

Rosner conjectures that his majesty was p'cturing an infantry retreat to the Aisne, to the Meuse, to the Rhine, but aside from an impatient half-command "No, I hope that not another foot of ground must be abandoned" he heard Ludendorff to the end. Then in a brusque, dry tone, "Yes, your excellency, that sounds a bit different from what yo utold me here four days ago." Ludendorff stiffened, reddened and replied in a staccato military tone, "Reverses are a possibility of every war. If, however, your majesty's confidence ——" Wilhelm declined the tendered resignation, but the bond of confidence was broken. The emperor and his general had not attempted to gloss over the danger, but the German people were not to know it.

As the emperor left Hindenburg handed him the daily headquarters bulletin, prepared during the conference. It read simply. "The French attacked with strong forces and tanks between the Aisne and the Marne and gained some ground. Our reserves were in readiness and are now engaged."

Grange Adopts Resolution

Harrisburg, Pa.—Secretary of Agricultuer Fred Rasmussen last week received notification that the Pennsylvania State Grange had gone on record as heartily endorsing the work of the Pennsylvania Department of Agriculture.

Announcement was made that the State Grange had unanimously adopted a resolution commending the work the State Department of Agriculture has accomplished during the past year, and calling upon the incoming Legislature to give he Department full support in carrying on its work during the coming year.

The resolution follows:

Whereas: The Pennsylvania Department of Agriculture, during the past year has displayed commendable activity in aiding in solving the problems of the farmers of Pennsylvania, and

Whereas, through the activities of the newly established Bureau of Markets, the Pennsylvania Department of Agriculture is working toward a solution of one of the greatest problems confronting our agricultural life, viz., a more efficient system of transporting and distributing the products of the farm, and the necessity of co-operative organizations among our tillers of the soil, and

Whereas, the Department has accomplished excellent results in its work of eradicating tuberculosis among our cattle and the control of disease and pests affecting our plant life, therefore, be it

Resolved: That the Pennsylvania State Grange, in annual session assembled, heartily endorse the work of the Pennsylvania Department of Agriculture, and urge that the work of the Department be given the full measure of support from the incoming Legislature that the importance of the work merits; that funds be provided for the indemnifying of cattle disposed of in the tuberculosis eradication work, and that everything possible ba done to facilitate and further the work the Department is engaged in for the betterment of the agriculture and the people of the State.

Shakespeare's Town May Be Dark

Stratford-on-Avon, the literary Mecca for tourists in England were for many years the light of the twentieth century has been diffused over the relics of the seventeenth is i ndanger of revision to the semi-darkness of the Mid-victorian period. Owing to inadequate rates prescribed bp the authorities there has been a depreciation of equipment which has brought the electric company to a point where it can stand the strain no longer. If something is not promptly done," the local paper states, "the undertaking will soon be defunct. Our present brilliantly illuminated shops will have to return to their former somberness, the fragile mantle will come again into vogue, artistically decorated rooms will be subjected to discoloration, ceilings darkened with impure emanations and local machinery made dependent upon spasmodic gas power—when this is available.

If you wrap your ceese in a cloth moistened with cold vinegar, the cheese will neither mold nor dry.

World's Largest Airplane Being Built in Navy Yard

Philadelphia will witness next summer ,the launching at League Island of the world's largest heavier-than-air flying craft, when a plane now being constructed there first takes the air.

So huge is this ship, which will tower into the air the height of a four-story house that the navy has already named her the G-B type for giant boat. Larbe and heavy as were the tranocean N-C boats, they will appear as toys beside the giant.

The keel for the hull of the G-B has just been laid in the naval aircraft factory at League Island, and already shows the form the huge boat will take. It will be sixty-seven feet in length, the size of a large motorboat. Although workmen have been assembling the keel for about six weeks , so tricate is the job that progresses has been slow.

The Giant Boat will be a triplane, and with that exception and the fact that it will be driven by nine engines housed in three nacelles, will appear very much like the N-C boats. The engines will be coupled in threes to three tractor propellors in such manner that one motor will always be held in reserve for each propellor.

Planes to 150 Feet Long

The three planes will be 150 feet long and twelve feet wide, from bow to the end of the tail will measure ninety feet. From ground to top plane will be forty-eight feet. The ship will have a carrying weight of 60,000 pounds and will be managed by a crew of twelve men. The nine engines will develop 3600 horsepower, and a speed of from 105 to 110 miles an hour, it is estimated. The vessel will have a cruising radius of at least 2200 miles.

While the hull will be built completely of wood, the frames and cells of the wing construction will be of steel which has bee ndeveloped into an alloy of great tensile strength and exceeding lightness. Work has not yet started on the wing frames, which will be so large that even the usual space i nthe aircraft shops will not be sufficient for their construction. They will be built in a special hangar to be erected for the huge plane, where the parts will be assembled.

The pontoons for the ends of the lower wings have been started and are in themselves as large as the nacelles of most airplanes now being used for one and two passengers. They will be fourteen feet long, four feet wide and about five feet deep, built entirely of wood with three-ply sheathing and canvas linings. The pontoons look very much like motorboat hulls.

Rudder Control New

The interior of the hull will be similar to that of the N-C type, controls will be similar and there will be more space for the crew. A feature of the machinery will be the use of power in elevator and rudder controls. At present all machines built in this country are operated entirley by hand. The motor is used in European planes and is a wind-driven machine so constructed that the movement is started by the hand control and is taken up bp the motor which is operated solely by wind pressure.

Near the G-B 1, as the plane will eb known, a small flock of Loeming planes is being built for service with the big fleets. These planes are designed to be taken aboard large vessels, and can be launched from turret tops of a dreadnought. They are arranged for both land and water service, having wheels and landing gear similar to a land plane.

A New Kind of Hangar Door Like a Portcullis

A new fashioned door for airplane hangars has recently been invented by a major in the Quartermaster Corps, and is now being tried out in at least one government flying field. The door is not unlike the drawbridge of a mediaeval castle, consisting as it does of a wooden surface which serves during the daytime as a platform in front of the hangar and during the night-time as a door.

The hinges are placed along the edge of the door, and are so disposed that the operation of the door is oddly automatic. To swing it down, for example, two men must pull vigorously at the two ropes provided. Pulled down a short distance, the door then settles lightly into place. Similarly, to swing it up, two must lift the outward end above their heads. In this position the door becomes unbalanced again, and closes by its own weight, or, more exactly, by that of the counterweight beneath the edge of the door, and are so disposed that the operation of the door is oddly automatic. To sming it down, for example, two men must pull vigorously at the two ropes provided. Pulled down a short distance, the door then settles lightly into place. Similarly, to swing it up, two must lift the outward end above their heads. In this position the door becomes unbalanced again, and closes by its own weight, or, more exactly, by that of the counterweight beneath the floor.

If one-half teaspoonful of baking powder be used for the crust of each fruit pie, the upper crust will not sink in and become soggy.

Mob Hanges Three Men in Cemetery

Santa Rosa, Cal.—George Boyd, Terrence Fitts and Charles Valento, accused of having murdered Sheriff Petray, of Sonoma county, and Detectives Jackson and Dorman after attacking a score of young women last Sunday afternoon, were taken from the county jail here last week and hanged.

At 12.30 A. M., a mob of about 100 men, all wearing black masks, entered the jail, overpowered the officers there, took their keys and removed the prissoner to waiting automob'les.

Fifteen machines carrided the party. They moved quickly down the street to the cemetery, three blocks beyond the city limits. The men were taken from the machines and hanged to an oak tree inside the cemetery.

For fifteen minutes, while the bodies dangled from the oak tree in the glare of three automobile headlights, the mob waited at the scene to make certain their grim task was completed. Then all departed leaving the bodies swinging in the darkness.

The three men when taken from their cells wore only underwear. This proved to be their death garb.

The oak tree had been selected earlier. Over one limb hung three ropes and at the end of each was a noose, tied wit ha "hangman's knot," that fits behind the left ear.

Boyd went along without struggle. He made no comment. Valento expostulated, but not vehemently. Fitts fought to escape his fate. They gagged him with a towel.

80 P. C. of Fir Mills to Close By Dec. 25 as Orders Decline

Seattle.—Production of fir lumber for for the last week again has fallen coincident with the announcement that 80 per cent of the fir mills will be closed by Christmas through lack of orders. A total of 121 association mills, which represent commodity production, accepted orders for only 673 carloads to move East, the smallest volume in a single week this year. The mills hold an unshipped balance of 3107 carloads, estimated 30,000 feet to the car.

Production for the week was 30.85 per cent under normal and is constantly falling. The total of new business received fo rthe week was 31,648,211 feet, which included both eastern rail, intercostal and export charges.

Prices at the mills have held steady at $49 to $56 for vertical grain flooring, $26 to $29 for slash grain flooring, $26 to $35 for ceiling, $28 to 36 for drop siding, $17.50 for broads and shiplap, and $13.50 to $15.50 for common dimension. It is felt that wiht the general closing down of the industry, the market would stiffen but for the abnormally heavy stocks of lumber that have been piling up at the mills the the last sixty days. Whether the mills will insist with the spring trade that they endeavor to move stock at a profit or whether the long, lean period will stimulate them to accept business by price cutting, is not yet disclosed. The custom has been to get the business following a prolonged dull period.

Inquiries through the week show that the eastern buyers may be on the fir lumber market at an earlier date tha nat first expected. There are some prospective orders for February loading, but a majority of mills and wholesalers do not anticipate a brisk resumption of the demand until May. It is felt that the readjustment of prices with the safety of rebuilding on the ruins will not be possible before that. The action of the steel market which is still unsettled to the viewpoint of the west coast lumberman, must first be more definitely defined.

Throughout the fir lumber trade the conviction is felt that 1921 will be a heavy construction year, the only question at issue being at what time the resumption may start.

Clock that Really "Tells" the Time

A New York inventor, W. Hartman, has for seven years been making use of a clock of his own invention and construction which actually "tells" the time. So it is apparent that this clock has a rugged and lasting mechanism, and is out of the experimental class. The clock in question is a speaking clock; that is to say, it speaks every fifteen minutes, announcing the correct time. The voice record is carried on a band of film which is perforated in much the same manner as the stand motion picture film. A conventional phonograph reproducer is used to translate the latent sound record into actual sounds. Pressing a button causes the clock to repeat the time, while another button keeps it silent The clock is only 16 inches high, 10 inches wide and 9 inches deep.

"What became of that bright son of yours that you sent to college? Was he graduated?"

"Oh, yes. He is at present interested in dictionaries."

"Ha! Become a lexicographer?"

"Well, not exactly a lexicographer. He is soliciting subscriptions for a dictionary."

Chinese Banks Give Credit to Offset Slump in Trade

New York—An interesting outline of of commercial and financial conditions in China is given in a statement by the Guaranty Trust Company. It was compiled from reports of special correspondents of that company and other reliable sources and shows that to offset the business depression many merchants i nthe leading Chinese cities are being carried by their bankers, some for very large amounts, and that there are large stocks of merchandise on hand.

The third session of the commission of Chinese and foreign engineers to consider plans for the standardization of Chinese Government railway was held in Pekin, September 13-17. Agreement was reached in regard to specifications for a standard guage, clearance, measurements and weights of cars, brakes, couplings and curves of permanent way. Bridge steel was not standardized and Chinese Government buyers will be free to buy either American or British steel.

Railway Station Plan Revived

The plan for the construction of a central station at Pekin for the Pekin-Mukden, the Pekin-Hankow and the Pekin-Suiyang Railways is revived. Mr. Yeh Kung-choo, minister of communications, is said to have given instructions for carrying out a survey as soon as practicable and for providing estimates for a new bridge across the Yellow river on the Peihan line.

A loan agreement for the extension of the Lang-Hai Railway was concluded recently. Construction of the Tungkaun-Kaunyintang section between Honan and Shensi is expected to begin in the near future. Railway construction engineers from Holland are said to be on their wap to China. It is expected that inquiry will be made in America for eight locomotives of mikado type for use on this road.

Trade Commissioner Lynn W. Meekins reports that the new machine shop of the Pekin-Hankow Railway at Changsintein, seven miles west of Pekin, will rank with the most important in China. Most of the shop equipment is of Belgian or French manufacture, but the rolling mill machinery came from the United States, and 500 American steel gondola cars of forty metric tons capacity are being built. Specifications for new passenger cars will soon be ready.

The Pekin-Hankow Railway uses fairly large quantities of white zinc, linseed oil, red enamel paint, black enamel varnish, aluminum paint, vegetable oil and vaseline.

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The transpacific reports that American mining experts who have been prospecting the last three years in Yunnan have located rich deposits containing silver, lead, tin and copper in the northwestern part of the province. A chinese company, the Minghsing Mining Company, has been formed. Mining of tin is no new industry in southern and southeastern Yunnan. The Kochiu mines of the Mangtsz district employ 100,000 workers. The mines cover an area of 100 square miles. The crude product is shipped in slabs to Hongkong, where it is refined and prepared for shipment to the United States, Canada and Europe. The Kochiu Tin Mining Company is installing up-to-date pumping machinerp and it is thought that other companies will follow its example.

Wolfram, some of it showing an assay test of 61.74 per cent is found near Tongshan, in Northeastern Chihihli. The Far Eastern Revie wsays that the Bureau of Administration at Lanchow plans to establish a refinery there in the near future. The present output is used chiefly by the government arsenals.

Big Condensed Milk Imports

China's imports of condensed milk during 1920 are estimated to exceed in value 1,000,000 Haikwan taels. A factory in Manchuria, however, is not only producing condensed milk, but has begun its export.

Reuter's trade service announces that an American electric company is fitting out a houseboat at Shanghai which will make a tour of the rivers and canals of China this winter. The boat will carry many of the latest electrical labor-saving devices, including motor driven machines, vacuum cleaners, irons and washing machines.

Electric fans of American manufacture have been marketed successfully in China. Ceiling fans and various types of portable, standard and oscillating are in use.

The establishment of numerous printing, cotton and flour mills is anticipated in China. The demand for machinery is expected to be large.

With Bad Results

Tommy was always in trouble of some sort. One of his greater faults was that he never stopped talking.

So father ordered hi mto remai silent at mealtimes until he wa spoken to.

One dinner time he noticed the small boy simply bursting to speak, so he asked kindly:

"Well my boy?"

"Are caterpillars good to eat?" asked little Tommy.

"No," said father; "what makes you ask that?"

"You had one on your lettuce, but it's gone now," replied Tommy.

The Observatory

The Observer loves children. And so it happened, i nthe not far distant past, that he took three little girls, about ten years old, for a ride in his car. They were adorable children and loved their chauffeur migtily, for many times they had sat on his lap to help steer the car, and often they perched on his knees to hear fairy stories.

When it was about time to turn the car toward home, the erstwhile tourists were beguiled by a wayside spring and the three children flocked out to throw water and drink a little.

When it came time to start again, the question arose as to which child should sit beside the driver. The argument waxed bitter, the party was in danger of disruption. Suddenly one of the aspirants to the chosen place declared, "I shall sit side of him 'cause I love him most."

The argument was convincing—for the moment. Then the blonde of the party spoke up. "You can't, either. I'm going to sit side of him. I love him as much as I love my father."

A gloom fell upon the other two. They were defeated; when with a fervor that bespoke inspiration, the third and youngest forever silenced her companions. "I shall sit there," she said, "for I love him most of all. I love him more than I love my father."

* * *

Have you ever wanted to motor, with two men in uniform on the front seat? Have you ever wanted to ride feeling safe, knowing that your chauffeur is sure to observe the speed laws, never to make mistakes in traffic rules? You admit that it must be "a grand and glorious feeling."

Well, if you feel that way about it here is the way to do it. Call "taxi" and one will roll up with one of Philadelphia's "finest" seated alongside the chauffeur. The strike among taxi-drivers is responsible for the added attraction.

Many Would Marry This Immigrant Girl

Several young Englishmen seeking a wife or a housekeeper have been visiting the detention house of the Bureau of Immigration, at Gloucester City, and seeking an interview with Ann Helen Hight, pretty, twenty-two-year-old English girl, who drove an ambulance for the British forces during the war and now awaits the arrival of more money from her sweetheatr, C. B. Majors, so she can resume her journey to Troup, Texas, where she expects to marry Majors. A letter with some money arrived last week.

The young woman complained against the swarm of suitors, and an order was issued by Commissioner James L. Hughes that no more visitors can see her.

The young woman is attractive and sensible and would make any man a good wife; but she has her heart set on Majors, and she expects to be his bride.

Majors was connected with the United States navy during the war and met the girl in England. They became fast friends, and he proposed and was accepted. As soon as he returned to Texas and was mustered out of the strvice he sent $400 to the girl to come to Texas. She arrived on the American Line steamship Haverford last week.

The fund became exhausted in buying clothes, arranging for tht trip and paying for the passage. When she arrived at the detention house a message was sent to Majors to forward money When found he wired he would send the money. Some came by main and the rest will arrive soon.

Venus, the Queen of the Planets

The beautiful and most brilliant of the planets, when visible before sunrise, was called by the ancients Phosphorus, Lucifer or the Morning Star, and when she shone in the evening, after sunset, Hesperus, Vesper, or the Evening Star.

Next to Mercury, Venus is nearest tod the sun, and greatly resembles the former in many respects. Her diameter is 7500 miles; her volume about four-fifths that of the earth, and her desity is almost the same as our planet.

When Venus is at an elongation of 40 degrees, her brilliancy is greatest, and renders a minute examination through a telescope impossible.

She is fifty times as bright s any other star in the sky, and can come nearer to us than all the rest of the heavenly bodies, except the moon.

She can get within 26,000,000 miles of us when in inferior conjunction—that is, when a planet is between the earth and the sun; and at superior conjunction—when the sun is between the earth and the planet—she is 16,000,000 miles away.

Like Mercury and the moon, Venus appears to us fortals in phases, and we see her either "full," or "new," or in "quarters."

When closest to our sphere, she is a thin crescent, but is then double the apparent diameter that she is when at the full.

No satellities have been found circling round her, but this is not proof positive of their non-existence, as the dazzling brilliancy of the planet makes their discovery an impossibility.

This brightness has also served as a bar to the accurate determination of the length of her day, which, however, has been estimated to be a fraction over thirty-eight minutes less than that of the earth.

This calculation was arrived at by fixing attention on a mountain at the southern horn of the planet, which, instead ob being sharp as the horns of a crescent of a perfect sphere should be, was discovered to be very blunt.

This was assumed to show the whereabouts of a mountain, beyond which is a luminous point supposed to be the top of another mountain which rises into view and sinks into darkness i nthe same manner as any brilliantly-illuminated peak would do.

Venus has an atmosphere, and in it is watery vapor, and she is divided into torrid and temperate zones, which overlap each other, the polar regions having alterntely at one solstice a torrid atmosphere and at the other a prolonged arctic cold.

The inequality of the nights has been found to be very marked, and the heat and light are double that of the earth, while the circular form of the planet's orbit gives nearly an equal length to its four seasons.

When a planet is in inferior conjunction—a phase explained above—it some times passes in front of the sun, and appears to us as a round, black spot, swiftly moving across his disk.

This is called a transit, and is of great importance in astronomy, as it furnishes the scale whereby the universe is measured. We may know, for instance, how far Jupiter is from the sun in proportion to what the sun is from the earth, but unless the distance from the sun to the earth is known in terms of some familiar measurement, we are in aquandary.

By observing the passage of Venus across the sun's disk from two places on the earth, the distance of which is known, we are enable to calculate the distance in miles of the sun and thence the distance throughout the universe. Thus, so to speak, we have discovered an immense measuring stick. Fifty years ago this stick was supposed to have a length of 95,000,000 mlies, but subsequent re-measurements, made in 1874 and 1882, showed that a discrepancy existed, and this mile measure was 2,000,000 miles shorter than it was thought to be.

Kepler, one of the greatest astronomers the world has ever seen, predicted in 1627 that a transit of venus would occur in 1631, and the Gassendi, an eminent French philosopher and mathematician, watched for this transit in vain.

This failure is not to be donwered at, for the long-looked-for event happened at night when the philosopher le... expected itThe succeeding generations will not have a chance to observe the next transit of Venus, as it will not occur until June, 2004.

A young English clergyman named Horrax earned the distinction of being the first person on record to observe one of these transits. He had set himself the task of computing the orbit of this planet and discovered that a transit would take place in 1639. It so happened that it would occur on a Sunday, whe nhe would be engaged in conducting rtligious services.

As a matter of course, this worried the enthusiastic astronomer;; but, true to his duty, he resolved not to secure a substitute, but to attend to the church work, and observe the transit, of time permitted.

At nine o'clock in the morning, he held a short service, and an hour later hastened to observe the sky, but found nothing remarkable about the appearance of the sun. Another service was gone through at mid-day, and at once he was again an anxious watcher.

Still there was no sign of the expected event, and, to add to his disappointment, the sun became obscured by clouds.

Still another service had to be attended to, but shortly after three o'clock, his day's duties were finisehd, and he was at liberty to renew his search.

The clouds had now disappeared, and on the disk of the sun he could see the dark spot he had so anxiously looked for.

It was the depth of winter, and the sun was setting rapidly, only a half hour remaining in which to make his observations. His preparations had been so carefully arranged beforehand however, that is short period proved sufficient, and he secured careful and exact measurements.

That night Horrox retired a very happy man, proud of the fact that he was the first to observe and record the transit of Venus.

"That man bust play in a band," said Bobbie.

"Why do you think so?" said Wilton.

"Because he has bandy legs," said Bobbie.

Proud Father—"Welcome back to the old farm, my boy! So you got through college all right?"

Farmer's Son—"Yes, father."

Proud Father—"Ye know I told ye to study up on chmistry and things, so you'd know best what to do with different kinds of lands. What do you think of that flat medder there, for instance?"

Farmer's Son (joyfully)—"Cracky, what a place for a ball game!"