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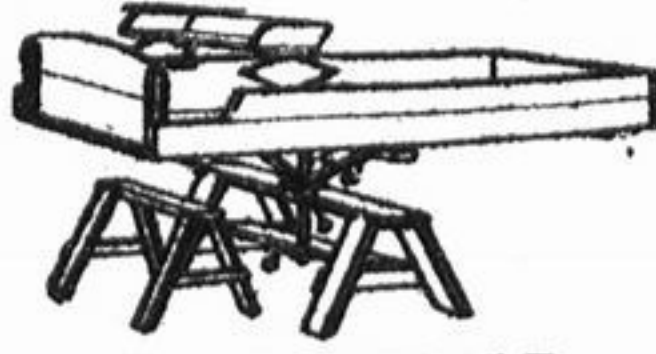
Why agriculture, the first industry to be harnessed and so obviously the most fundamental, was the last to be developed is one of the most baffling mysteries of history. One marvels at it as fresh as one stands before a certain glass case in the Egyptian quarter of the British Museum, wherein is a little group of farm utensils—a fractured wooden plow; a rusted sickle, two sticks tied together with a leathern thong and several tassels that had hung on the horns of oxen. To be sure, these implements were used 3,000 years ago—they were found in the tomb of Seti I.—but one remembers that when Egypt was using these bread tools, no better than those of the barbarians about her, she had a most elaborate government, an army and navy and art and literature.

The records and relics of other nations down through history show the same strange incongruity. For thousands of years the wise men of the world absolutely ignored the problems of the farm. A farmer remained either a serf or a tenant. He was a stolid creature—"brother to the ox." Even the "masterful old pilgrim fathers had no slowness at all—nothing but hoes and sharp sticks—for the first twelve years of their pioneering. And therefore for thousands of years there was hunger.—*Journal of Agriculture.*

All of the rice and buckwheat grown on an aggregate area of 2,120,133 square miles, did not reach to the value of the honey by \$451,250.

Lifting the Wagon Box.

I constructed a wagon bed jack that is one of the handiest devices on the farm where there is only one man to put on or take off a grain rack or wagon box. The construction is very simple. Make a carpenter's jack, only



ONE MAN CAN HANDLE IT.

a little stronger to suit yourself. Then bore a hole, b, in the center for a 2-inch gas pipe to act as a king bolt. Then take a 4x4-inch, 3 foot 6 inch long crosspiece and fasten it to the gas pipe, c, and brace it with 5x4 inch braces, a. The height is 3 feet 6 inches and width 4 feet.

When taking off the grain bed place the jack a little better than half way to the rear end, then remove the rear end of the wagon first and swing it on to the jack. Then put your weight on it and swing it off the wagon, placing a small jack under the front end.—*C. Z. Rux, in Farm and Home.*

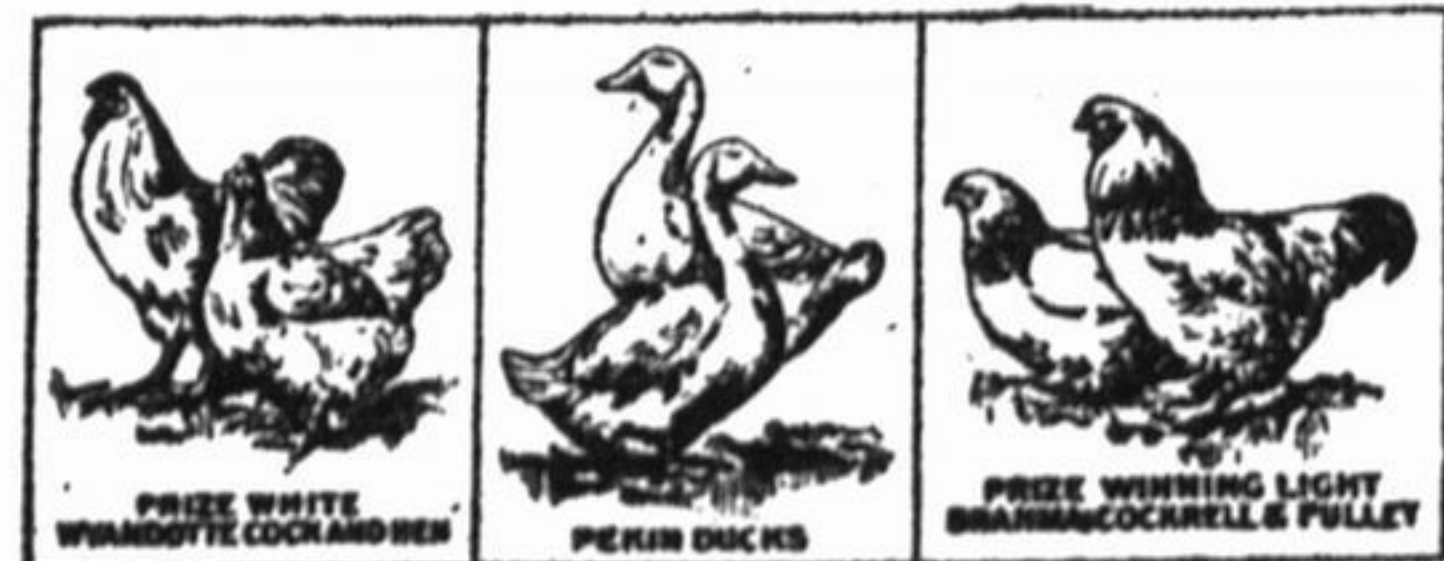
Early Tomatoes.

A truck gardener tells that this is the way he raised early tomatoes: He took a dry goods box 2 by 3 feet and 8 inches deep. In each corner of the box he set a piece of 2-inch pipe, so that he could water the plants from

Milking by Hand and Machine.

After a test of milking machines for a period of more than a year, Prof. A. L. Hawker of Nebraska, has made several conclusions. Heifers in their first lactation, apparently give better results by machine milking than do aged cows that have been accustomed to hand milking for one or more years.

POPULAR BREEDS OF CRICKENS AND DUCKS.



One of the most popular breeds of chickens for general utility is the White Wyandotte. The birds of this strain are smaller than the Plymouth Rock, but are equally rapid growers. Good layers and fine market fowls. Pekin ducks excel all other breeds both for eggs and flesh. To raise ducks successfully and make a profit both from eggs and young ducklings, the stock birds should be young—as far as possible March hatched birds, and never more than two years old. The Light Brahmas are the oldest and perhaps the best known of the feather-legged chickens. Size is the quality that recommends this breed. Where large and slowly maturing fowls are desired the Light Brahma has no superior.

Some cows are not adapted to machine milking. Alternate hand and machine methods of milking have a detrimental effect upon the flow. Manipulation of the udder is absolutely necessary in some instances before all the milk can be drawn by the machine. One man operating one machine can milk about the same number of cows in an hour as one milking by hand. Two men operating four machines can practically do the work of three men milking by hand. Two operators with four machines milked twenty-four cows in an hour. It is necessary to thoroughly wash and boil the milking machine parts after each usage in order to produce milk with as low bacterial content as that resulting from careful methods of hand milking.—*Denver Field and Farm.*

Eggs Preserved With Wax.
By a novel process of preserving, eggs six months old are made to retain their "new laid" freshness. The process has been developed by a firm of English importers, acting on the theory that an egg decomposes owing to the entrance of bacteria through the shell. The eggs are thoroughly cleaned and disinfected and then immersed in a vessel of hot paraffin wax in vacuum. The air in the shell is extracted by the vacuum and atmospheric pressure is then allowed to enter the vessel, when the hot wax is forced into the "pores" of the shell, which thus hermetically seals it. Evaporation of the contents of the eggs, which has a harmful effect, is thereby prevented and the egg is practically sterile.

Two Much Salt Kills.
Hogs like salt, and too much salt will kill them. Being hogs they do not always know when they have had enough. If mixed with ashes, or ashes and sulphur, and deposited in piles no danger need be feared unless they are ravenous for salt from long continued leprolitation. But if you give them brine from the meat barrel in free boxes you might as well give them arsenic. Meat brine is one of the hog poisons. Cottonseed is another, but why no man knoweth. The latter is a slow poison for hogs, yet a good food for cattle.

Peat for Fuel.
The United States government, through the Geological Survey, is endeavoring to work up interest in the subject of peat as a fuel, and it is claimed that gas made from peat contains a fuel that is cheaper than the power of Niagara Falls. There are between 2,000 and 3,000 square miles of peat in the western part of New York which is now regarded as worthless, and it is the object of the government officials to make this and other similar lands productive.

The Annual Honey Crop.
In one year the bees sent to market a crop of honey worth nearly as much as the barley crop; three times as much as the buckwheat crop; \$0,000,000 greater than the rye crop, and nearly \$0,000,000 greater than the rice crop.

ALASKA-YUKON PACIFIC EXPOSITION

JAPAN AT THE EXPOSITION.

Seattle, Wash., March 1.—Japan's participation in the Alaska-Yukon-Pacific Exposition will provide the world with such a show as it has not seen at any other international fair. For the big event, which opens on June 1, Nippon has expended more money and brought together a more comprehensive exhibit of its people, resources, products and other components of its greatness than ever in its history.

T. Takesawa, Imperial commissioner to the exposition, arrived in Seattle a fortnight ago to take personal charge of the construction of the Japanese building and the subsequent installation of the long list of exhibits. He was accompanied by K. Hayashi, special consular agent, who will be attached to the Seattle consulate for the special purposes of watching over the interests of the thousands of his fellow countrymen who will come to the United States to view the big exposition.

Japan's building is to be of the architecture of the Japan of a century ago. Skilled workmen, resident in the northwest, are putting it together and so near is it to completion that it can be taken as a promise of one of the most interesting and beautiful structures on the exposition grounds.

For the assembling and installation of the exhibits which it is to house, Japan is spending 200,000 yen. Of this sum the government appropriated one-half. The other half was provided by the Japanese Exhibition Society, an organization of the leading business men of the empire. As in case of the United States government the value of the exhibits to be provided by Japan will run into the millions of yen, the government having entrusted to its commissioner its most treasured historical relics and documents. All of the functions of government will be illustrated and a fully equipped Japanese mint, in operation, will be a portion of the showing made by the department of the exchequer.

There will be models of the fighting machines of Japan's great navy and also models of the war junks that were used in the days before the nation awoke to modern obligations. The development of Japanese small arms and heavy ordnance through several centuries will be shown.

Nippon's fisheries and fishing methods are excelled by no country in the world, and these will be demonstrated in competition with the exhibits to be made along the same line by the United States government.

Japanese arts and crafts, Japanese theaters, the Japanese tea garden in which Admiral Sperry and his officers were entertained and the same dignified little gardens who entertained them—these and dozens of other romantic and beautiful interior features will be provided.

The Japanese building will be completed by March 15, and the exhibits will be shipped from Yokohama so that they will reach here close to that date.

RACE ACROSS AMERICA TO THE SEATTLE EXPOSITION.

Seattle, Wash., March 14.—The Automobile Club of America has given its hearty endorsement to the proposed race from New York City to the stadium of the Alaska-Yukon-Pacific Exposition in Seattle, and Tom Moore, who has had the management of many of the biggest automobile events of America and Europe, has arrived in this city to discuss details and preliminary arrangements with M. Robert Fitzgibbon, who is offering \$5,000 in cash prizes and a handsome trophy, and with the officers of the Automobile Club of Seattle.

In Europe the big race has already come to be known as the "Race Across America" and inquiries by cable are coming in almost daily. Moore reports that no less than seventy-five cars of both foreign and American manufacture have already been declared in and given it as his opinion that easily as many more will be in at the start.

The Automobile Club of America will at once set on foot two scout trips, one starting from Chicago, the other from New York, for the purpose of marking out the route which is to be followed. Sign posts will be set up and registry stations established.

"In Europe," said Mr. Moore, in discussing the race, "the event is considered ideal. Both foreign makers and drivers are showing an enthusiastic interest and I look to see as many foreign as domestic cars in the race. And there will be as many cars in at the finish as at the start, for every entry must register in New York and again in the exposition grounds at Seattle or be disqualified."

The start will be made between May 15 and June 1.

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