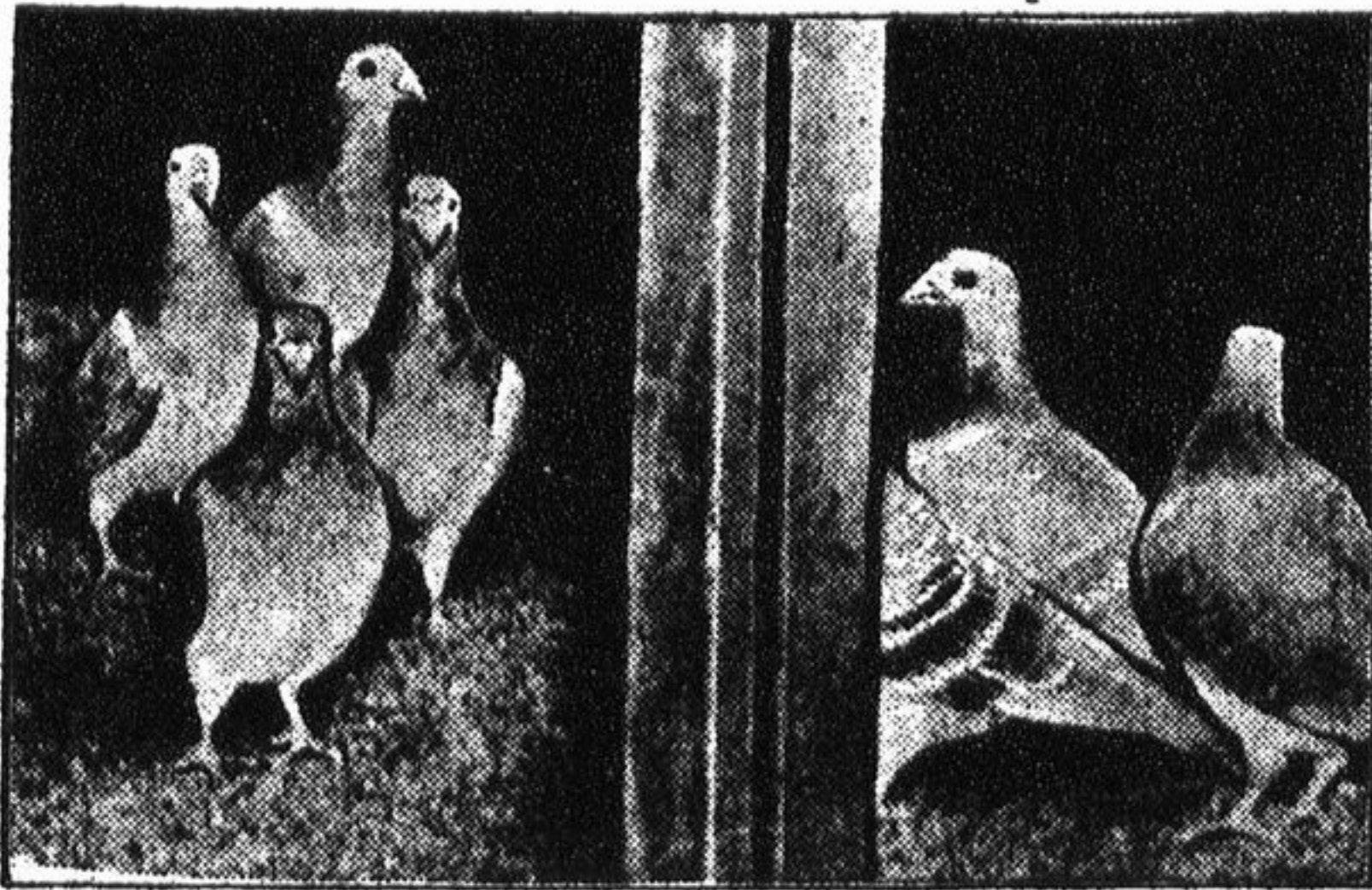


**PIGEON-RAISING IS MOST PROFITABLE**



Loft of Homer Pigeons.

With squabs selling at from 35 to 50 cents each it would seem that pigeon raising would be highly profitable, but our advice is to go slow before engaging in the business to any considerable extent.

Pigeon raising is really a specialty and one is hardly able to make a success of it without some training. In the first place, no one except an expert can detect the difference between the males and females; always one should have a guaranty that they are properly mated.

An excess of cocks will result in the production of small and unhealthy squabs.

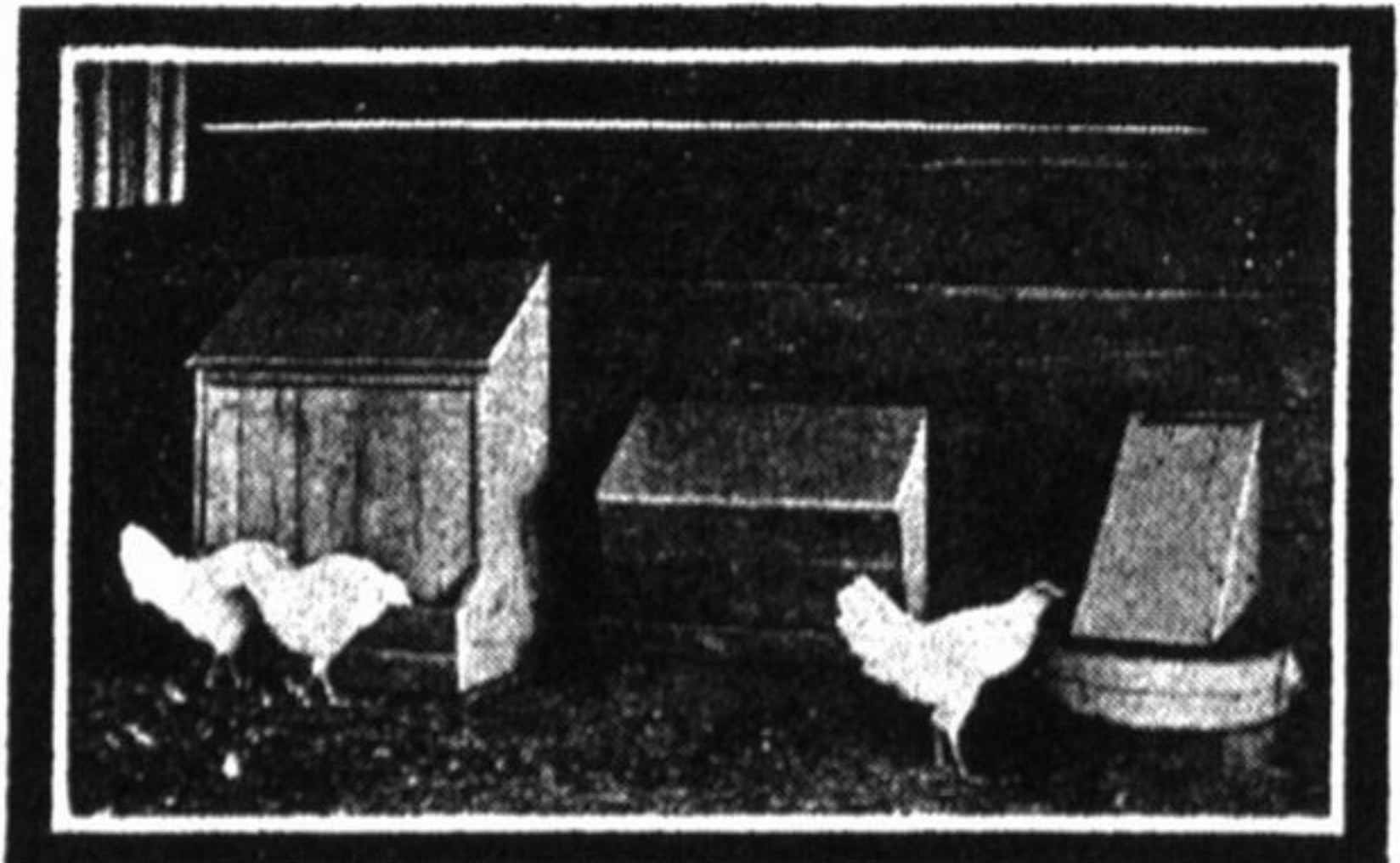
There is no fixed system in the raising of squabs. Like swimming, it must be learned from actual experience.

Pigeons require perfect ventilation, roomy quarters, because overcrowding is fatal. They must never be exposed to bad weather, and improper feeding will quickly destroy a flock.

Pigeons are very cleanly in their habits, and when they have the opportunity they will take a thorough water bath at least once a day. If they are denied this, they will soon contract disease and die. In warm weather the water should be changed every day.

If one is content to start with a small flock, provide good quarters, learn all one can from reliable expert writers, and spend a year, at least, in experimenting, one may then go into the business in earnest and generally with very good profit.

**GOOD REASONS FOR POULTRY ON FARMS**



Interior of Modern Poultry House.

(By JAMES G. HALPIN, Secretary of Wisconsin Poultry Association.)

The principal reason for keeping poultry is to furnish fresh eggs and fresh meat for our own tables.

This is particularly true of the general farmer, who is usually located at some distance from a meat market and for the most part has to depend on his own meat supply, which, were it not for the chickens and ducks, would have to be salted meat during the summer. Few of us realize how much the poultry does toward supplying us with good things for our table. The farmer with growing children should be especially careful to see to it that the diet is good and fresh; poultry meat and eggs are among the very best.

Too many general farmers depend on their women folks to do all of the work about the poultry yards. It is true that a large part of the work is often better done if left to the women folks, but there are certain things that should be done by the man. He should at least see to it that the house is kept well cleaned and occasionally sprayed or whitewashed. He should also see to it that the house is kept in repair and the necessary fixtures made and so arranged that the work of caring for the flock is reduced to a minimum. The old hen likes to range about the barnyard on good days, but she should have plenty of straw in her own house so that she can busy herself digging in it when the weather is bad. He should be just as careful to see to it that the hens are well bedded as any other live stock on the farm. On stormy days, especially, the man of the house should do the feeding and take a general interest in the production instead of limiting his interest to the consumption of the groceries purchased by the eggs.

Most farmers carry on their poultry work in a hit-or-miss fashion that would spell disaster if used in all the farm operations. This is the observation made by a careful business man in a well-to-do farming community. The question follows: "Why do our general farmers neglect their poultry as they do and why do the authorities keep insisting that more than 90 per cent of the poultry and eggs are produced on the general farm?"

Probably the principal reason why so many farm flocks are badly neglected is because they are scrub stock and do not, therefore, excite any admiration in their owner. He looks at his poultry flock as a unit and does not worry in the least about them as individuals. We are going through a rather rapid change, however, and farm poultry is going to get better and better care.

The way this is coming about will mean a much greater production within the next few years. In the past

grain was cheap and a few bushels more or less made little difference. But with grain high in price we are going to pay more and more attention to the returns from every bushel.

The best way to get most farmers interested in poultry is to get them to settle down to some particular variety. As soon as the flock is all of one size, shape and color visitors will begin to admire them. The owner will begin to pay more and more attention to them, and this extra attention will mean more winter eggs. Because as soon as the owner begins to get proud of the flock he fixes up the house, nails on the loose boards, cleans out the filth, puts in fresh straw, whitewashes the house and does everything possible to make it comfortable for the hens. He changes his attitude entirely and instead of kicking the hens out of the way gives them time to get out of the way. He begins to look at each hen as an individual and as a producer of eggs that are worth money.

Just as soon then as the owner begins to take interest in the flock, a large part of the hit-or-miss method of care disappears and in turn the hens begin to get a place in the regular farm routine just the same as the rest of the live stock.

The reason that farm poultry produces practically all of the poultry and eggs sold here in the central West is because practically all of the hens are either on general farms or town lots. We have very few poultry farms and less poultry plants. The few are often written up but they are not numerous enough so that they affect the general market by their production. The general farm is the natural place for the hen; she will produce more dollars' worth of eggs on less "chargeable" feed under general farm conditions than under any other conditions because the hen naturally fits into the scheme of general farming, utilizing feed otherwise wasted, helping to destroy insect pests, etc.

Insect pests is a subject that is getting to be of greater and greater importance. In many sections we find that the birds that are the natural destroyers of insects are getting thinned out to such an extent that some substitute must be found. The farmer's flock of chickens can be used to splendid advantage as grasshopper catchers and at the same time prove profitable. Thus we have troublesome insects removed from the farm and converted into egg or poultry meat. The farm grows larger crops and the chickens have fuller "crops" made up largely from the natural waste on the farm.

While oyster shells are necessary in poultry diet, they must not be given with the idea of taking the place of grit. They are too soft for that purpose.

**RAILROAD FOR ALASKA**

**GREAT PROJECT INAUGURATED BY GOVERNMENT.**

Only Second in Importance to the Building of the Panama Canal—Will Be Known as the Suetina Route.

The second great achievement by this government in a generation is at hand—the construction of a government-owned railroad in Alaska. This project is a feat second only in importance to the building of the Panama canal. Indeed, it is a rival of the canal, for the extension of railroads into Alaska will open up a new vast region of almost unprecedented resources and productivity.

The government road will be built under the direction of the Alaskan engineering commission, consisting of William C. Edes, chairman; Thomas Riggs, Jr., and Lieutenant Frederick Mears, late superintendent of the Panama railroad. The commission is now in Alaska.

The entire cost of the railroad, including the purchase of the Alaska Northern railroad, it is estimated will be \$26,500,000. Congress has appropriated \$35,000,000, and it is believed that \$30,000,000 at most will be sufficient.

This indicates that the administration thinks of Alaska, for which the United States paid Russia only \$7,200,000.

From Alaskan territory gold bullion worth more than \$200,000,000 already has been produced, and the total of Alaskan resources in furs and fisheries, as well as minerals, probably now exceeds \$500,000,000.

"The route adopted is known as the Suetina route," says a statement by Secretary Lane, "and extends from Seward on Resurrection bay to Fairbanks on the Tanana river, a distance of 471 miles. This route includes the existing Alaska Northern railroad, which runs from Seward through the Kenai peninsula for a distance of 71 miles to Turnagain arm. This route is to be bought from its present owners by the government for \$1,150,000, \$500,000 of which will be paid on July 1, 1915, and the balance July 1, 1916. "From Turnagain arm the route is to be extended through the Suetina valley and across Broad pass to the Tanana river and from there on to Fairbanks.

"A side line is to run from Matanuska Junction into the Matanuska coal field, a distance of 28 miles. The road is to be built with its present base at Ship Creek, on Cook's Inlet, and from this point it is expected that



The Route From Seward to Fairbanks is the One Selected by the Government for the First Railroad to Pierce the Interior of Alaska. From Cordova the Copper River Railroad Already Runs in a Few Miles. The Shaded Lines Show Other Railroad Projects Which Will in Time Open Up That Entire Section of Alaska.

the Matanuska coal will be shipped during the greater portion of the year."

**Protecting Railroad Employees' Eyes.**  
With the object of protecting its employees against permanent injury to the eye or sight, the Baltimore & Ohio Railroad company, in a circular just issued, urges that in all cases of injury or of the lodgment of foreign particles in the eye, the employee at once get the services of a company physician, whenever this be possible, rather than attempt to treat the injury or allow fellow employees to do so. Railroad experience cites many instances of permanent injury to the eye or total loss of sight sustained as the results of attempts by inexperienced persons to usurp the office of surgeon. The immediate securing of medical attention, it is held, eliminates the possibility of infection.—Scientific American.

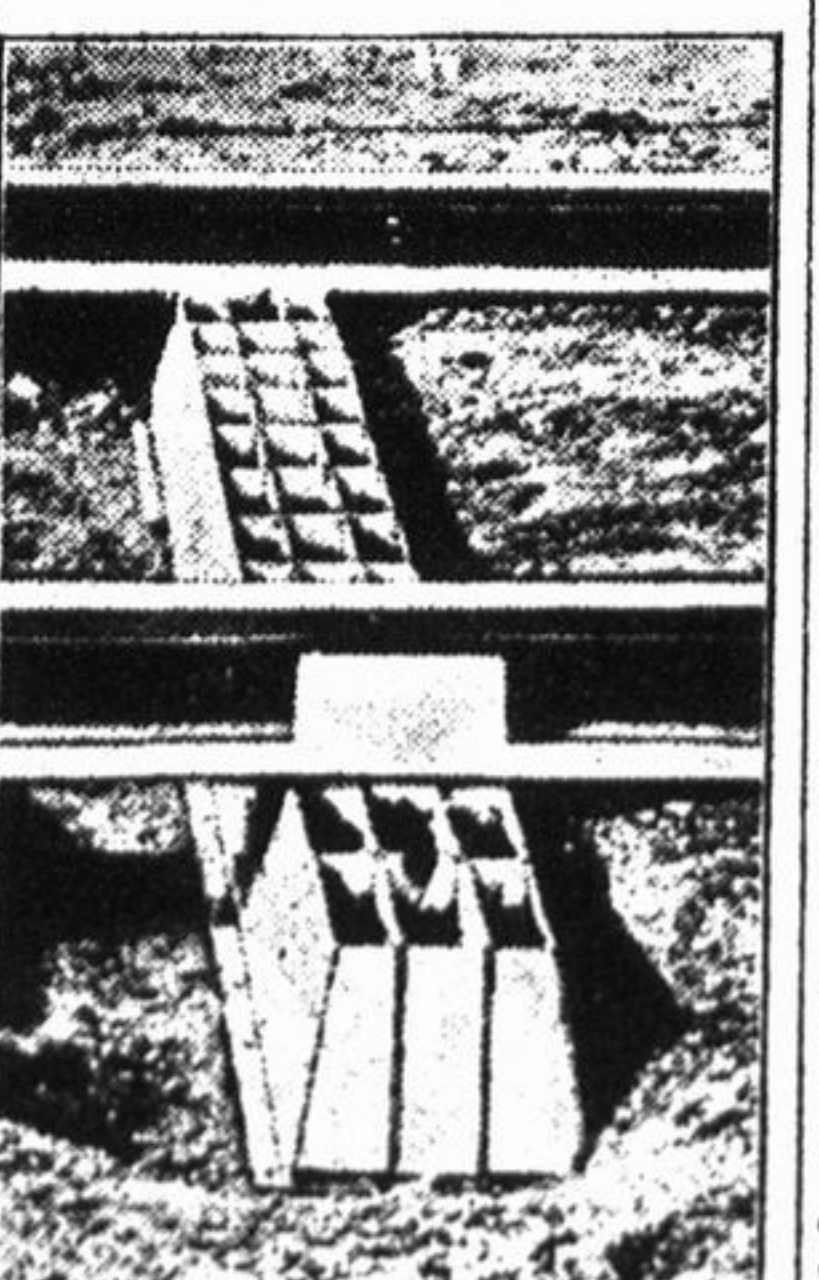
**Small Town Makes Boast.**  
Kamloops, B. C., a town of about six thousand people, boasts the possession of the "longest street car system in the world." The Canadian Pacific railroad, which extends from the Atlantic to the Pacific, runs through the main streets of the town.

**RAILROAD FOR ALASKA WOULD SERVE TWO PURPOSES**

**Claim That Steel Tie Will Prevent Wrecks and Help to Stop Depletion of the Forests.**

A steel railroad tie has recently been perfected which the inventor claims will do away with a large percentage of railroad wrecks. The new tie absolutely prevents rail spreading, the most frequent cause of wrecks, and on account of its peculiar surface it makes an excellent cattle guard also. For the same reason, human trespassers would have a difficult time following a railroad track on which these ties were used, and consequently the yearly death rate of 5,000 persons from that cause would be greatly diminished.

Careful tests of the new ties on a railroad in Oklahoma show that they have wearing properties at least five times as great as wooden ties. No spikes are necessary, and for the reason that they are self-gauging, the working gang can be decreased to one-



If the Claims of the Inventor Prove True, This Steel Tie Will Eliminate Railroad Wrecks Due to Defective Rails.

half its usual size. In large quantities the steel ties represent a saving to the railroad of \$320 per track mile.

A strong argument in favor of the new tie is that the enormous depletion of the American forests could be checked to a large extent.—World's Advance.

**Unusual Railroad.**

What is probably the most unusual railroad in the United States has its terminal in a small town in the backwoods of Mississippi. There are ten miles of track, including a three-mile branch, and the entire rolling stock consists of a wood-burning engine and one car that must have antedated the Miocene period. The road is owned by one man who acts as engineer, conductor, fireman and brakeman. One trip a day is made and at the start he goes through the car, collects the fares and tells the passengers to get out and help gather wood for the engine. After a four-mile trip the train comes to a halt at a sort of crossroads, where the branch line connects, the whole road resembling the letter Y. The engineer again makes the round of the passengers and takes a vote as to which direction the train is to take. If the majority want to go to the northwest, that is the road the train takes, and if they want to go to the southwest, then it goes in that direction for the remaining three miles and those who wanted to go the other way are forced to walk across a two-mile strip of woods and swamp to get to their destination.

**Canada's Railroads.**

Had not the war seriously unsettled industry and trade throughout Canada, the dominion would have developed in 1915 a trunk line railroad mileage of approximately 40,000 miles, including, of course, all subsidiary or contracted lines and lines running through American territory. This would have placed the country second to no other in the world in railroad standing. The completion of the Grand Trunk-Pacific system has been retarded. The line extending westward from Winnipeg to the Pacific terminus at Prince Rupert, B. C., has been in operation for some months, but the line from Winnipeg to Moncton N. B., the terminus on the Atlantic, is not yet completed, and the funds for its completion, under present circumstances, may not soon be available. Many expectations founded on its opening up rich territories in Ontario and Quebec will be disappointed for a while.—Scientific American.

**Railroads Use Telephones.**

Telephones have displaced telegraph instruments for train dispatching service on 60,000 out of the 250,000 miles of railroads in this country. C. H. Wilson, superintendent of long distance wires of the American Telephone and Telegraph company, told Special Examiner Marshall of the interstate commerce commission, who was holding a hearing on the complaints of the Grain Dealers' association of Chicago. The grain dealers allege discrimination by the telegraph companies, by leasing telegraph wires privately to the disadvantage of the public.

L. B. Foley, general superintendent of the Delaware, Lackawanna & Western railroad, testified that his road had been operating trains for five years on telephone dispatches without a mistake.

**TYROL THE BEAUTIFUL**

**CHARMING SPOT IS TOO OFTEN NEGLECTED BY AMERICANS.**

Mountains and Valleys in Delightful Tangled Jumble—Has Every Sort of Climate Found in the Rest of Europe.

Austrian Tyrol, which is today in the public eye because of the strained relations between Italy and Austria, is one of Europe's healthiest provinces. In the northern parts the air drifts pure and cool from the haunts of the glacier and pungent with fir and pine; and in the south it is soft with Mediterranean sunshine and fragrant with orange and lemon.

Though Tyrol is a land all-deserving of the artist, the sportsman, the vacationist, and the mentally or physically ailing; though it is a country where nature has been overlavish with beauty, and where there are more than 350 registered health resorts, it, nevertheless, has been comparatively neglected, more especially by Americans.

Austrian Tyrol forms a considerable part of the forbidding and difficult boundary that runs between Italy and Austria. It is a barrier more effective than the Vosges barrier between Germany and France, or than the Carpathian barrier between Hungary and Galicia.

Austrian Tyrol is 10,305 square miles of Alpine mountains, etched with a wonderful and intricate design of valleys. While there are fewer lakes in Tyrol than in Switzerland, and while the highest Tyrolean summit, 12,790 feet above the sea level, falls far behind the monarchs of the Swiss Alps, yet the Austrian crownland yields nothing in charm by comparison with its neighbor.

Among the rock-strewn gullies of Tyrol Dante found the materials for his picture of the entrance to Hell. The main chain of the Alps crosses this region from east to west, and around it on all sides is a wild chaos of rock masses.

Tyrol, though small, has more sorts of climate within its borders than any other part of Europe. There are parts of the crown land where the winters are those of northeast Siberia and the summers are those of Franz Joseph land. There are other parts, more southern, where an Andalusian languor is hardly freshened by recurring winter.

Tyrol is primarily a pasture land. There is a little farming within the sheltered valleys, and some lumbering, but, for the most part, the population depends for support upon its flocks and herds.

Moreover, there is a goat's milk cheese prepared by the peasants of Tyrol that equals in its mellow, fragrant beauty any product made of milk, whether from Brie, Neuchatel or Roquefort.

The population of the crown land numbers about 900,000, of whom more than half are German-speaking. There is a large Italian-speaking population in the valleys of the south.

**Generals Honor Artist.**

The French painter Hoffbauer, who abandoned a commission to paint Richmond war pictures to join the French army at the outbreak of the war, was recently summoned from the trenches near Soissons to local headquarters. Though only a private, he was received respectfully by five generals, who explained that he was among the painters selected to make battle pictures along the front for the future glory of France.

Hoffbauer made a brief trip to Paris for materials and then went to Reims, whence he is to visit interesting points.

When he expressed surprise at the honor accorded him by the generals, one of them replied: "Even in war time France still is the motherland of art."

The Franco-American sculptor, Francois M. L. Torretti, who is well known in New York, where he has a studio, and his wife, who is also a sculptor, have recently been permitted to visit the ambulance directed by Dr. Alexis Carrel at Compiegne to make a series of anatomical drawings of the seriously wounded for presentation to the medical museums for the benefit of future research.

**For Acid-Proofing Concrete Pipe.**

Patent rights have recently been awarded in Germany on a process for rendering concrete pipes acid-proof. The method consists of coating the interior of the tubing with asphalt, a thing which has previously been attempted but not with satisfactory results for the reason that the material could not be made to adhere permanently. In the new process a certain quantity of asphalt is mixed with the concrete before the pipe is molded. When the cast has been made and the tube dried, the interior is sand-blasted so that the particles of asphalt imbedded in the concrete are laid bare. When hot asphalt is subsequently coated over the inner wall of the pipe it immediately combines with the asphalt particles in the concrete, which serve to securely anchor it in place. There has been much demand for tubing of this kind in industries in which large quantities of materials containing acids must be conveyed through pipe lines.—Popular Mechanics.

**Much Cheaper.**

"I'm going South for the rheumatism."

"It's cheaper to get it here!"—The Los Angeles Transcript.

**YOUR OWN BROTHERS WILL TAKE YOU**

**Viewpoint.**

"You shouldn't be dissatisfied. Look at all you have."

"Yes, but look at all I haven't."

**REAL SKIN COMFORT**

**Follows Use of Cuticura Soap and Ointment. Trial Free.**

By bathing and anointing these fragrant supercreamy emollients impart to tender, sensitive or irritated, itching skins a feeling of intense skin comfort difficult for one to realize who has never used them for like purposes. Cultivate an acquaintance with them. Sample each free by mail with Book. Address postcard, Cuticura, Dept. XZ, Boston. Sold everywhere.—Adv.

**He Should Worry.**

"How do you account for Nero sitting during the burning of Rome?" asked the professor.

"I suppose he had the place heavily insured," suggested the senior who was specializing in finance.

**THE PROFESSOR'S STATEMENT.**

Prof. Aug. F. W. Schmitz, Thomas, Okla., writes: "I was troubled with Backache for about twenty-five years. When told I had Bright's Disease in its last stages, I tried Dodd's Kidney Pills. After using two boxes I was somewhat relieved and I stopped the treatment. In the spring of the next year I had another attack. I went for Dodd's Kidney Pills and they relieved me again. I used three boxes. That is now three years ago and my Backache has not returned in its severity, and by using another two boxes a little later on, the pain left altogether, and I have had no trouble since. You may use my statement. I recommend Dodd's Kidney Pills when and wherever I can." Dodd's Kidney Pills, 50c. per box at your dealer or Dodd's Medicine Co., Buffalo, N. Y.—Adv.



Prof. Schmitz.

Psychology of Practice.  
The question of short versus long periods of practice in training the human muscles for any particular kind of work is obviously one having far-reaching application. Some interesting experiments on this subject have been carried out by Dr. K. S. Lashley of Johns Hopkins university. Acquisition of skill in archery was selected as the subject of observation. Twenty untrained persons were divided into three groups. One group shot five arrows with the English longbow per day; another, twenty shots per day; and the third, forty shots. The results showed conclusively that the group shooting only five times a day improved in accuracy with less expenditure of time in practice than was required by either of the other groups for the same amount of improvement. A report on the experiments says: "The relatively greater efficiency of short periods of practice continuing for many days is in accordance with the results of the study of animals and of speech habits in man, and indicates that in training to muscular feats, in both animals and man, the length of practice periods required is usually too great for maximum efficiency."—Scientific American.

**Comparisons.**

"My income," said the boastful theatrical star, "is much larger than that of the president of the United States."

"Yes," replied the conservative person. "But you can't judge by incomes. Jack Johnson's income used to be larger than yours."

**INSOMNIA.**

**Leads to Madness, if Not Remedied.**

"Experiments satisfied me, some 5 years ago," writes a Topeka woman, "that coffee was the direct cause of the insomnia from which I suffered terribly, as well as extreme nervousness and acute dyspepsia.

"I had been a coffee drinker since childhood, and did not like to think that the beverage was doing me all this harm. But it was, and the time came when I had to face the fact, and protect myself. I therefore gave up coffee abruptly and absolutely, and adopted Postum for my hot drink at meals.

"I began to note improvement in my condition very soon after I took on Postum. The change proceeded gradually, but surely, and it was a matter of only a few weeks before I found myself entirely relieved—the nervousness passed away, my digestive apparatus was restored to normal efficiency, and I began to sleep restfully and peacefully.

"These happy conditions have continued during all of the 5 years, and I am safe in saying that I owe them entirely to Postum, for when I began to drink it I ceased to use medicines." Name given by Postum Co., Battle Creek, Mich. Read "The Road to Wellville," in pigs.

Postum comes in two forms: Postum Cereal—the original form—must be well boiled. 15c and 25c packages.

Instant Postum—a soluble powder—dissolves quickly in a cup of hot water, and, with cream and sugar, makes a delicious beverage instantly. 25c and 50c tins.

Book kinds are equally delicious and cost about the same per cup.

"That's a Reason" for Postum.