

CUT DOWN FATALITIES

EXCELLENT WORK BEING DONE BY THE RAILROADS.

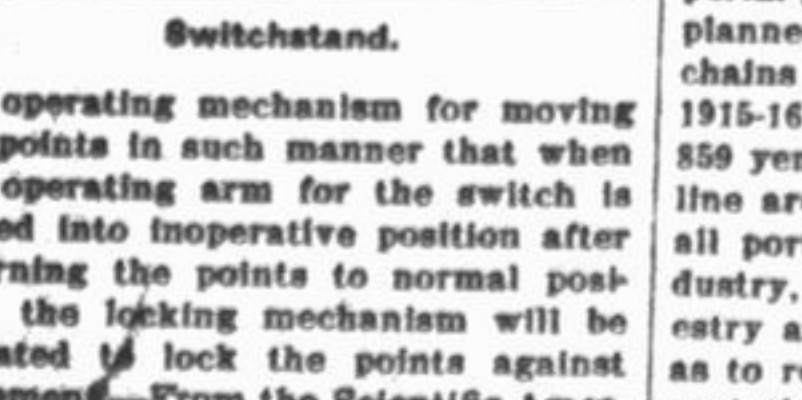
Trespassers on Tracks Are Largely Responsible for the Figures Being as Large as They Are, Says Recent Report.

Once again steam railroads in the United States, co-operating for safety first, condemn the trespasser, who sometimes not only forfeits his own life but causes the death of others. The bureau of railroad news and statistics shows that during the months of January, February and March, this year, a quarter of a million miles of road were in operation and that 202,000,000 passengers were carried, a distance of 6,871,150,000 miles. In all train accidents in these three months there were only 65 fatalities, including those of passengers, employees, trespassers and all others. For 14 years the railroads have been required to make casualty reports. Never before in this time has the number of fatalities been so low.

During the first quarters of 1901 and 1902 140 and 272 lives were taken, respectively. Railroad business in 1901-02 was far less than it is today. It is said that in that time freight handling has increased 60 per cent, and that 80 per cent more passengers are carried. In all classes of accidents, including train and others, in 1915, there were 1,532 fatalities. Of this total 939 were trespassers. Even this percentage of trespass fatalities is smaller than it has been heretofore.

Safety means economy first—the fewer the accidents the fewer the damage suits. Total fatalities in 1912 were 16,541. In 1913 there were 10,398, and last year they were 8,902. In 1912 6,402 trespassers were killed in miscellaneous accidents, and 99 in train wrecks. The total number of trespassers killed in 1913 was 5,554. The total in 1914 was 5,244. The decrease in 1914 was considerable. "Against the increasing preponderance of trespassers' responsibility for railroad fatalities," reads the bureau's bulletin, "the record made by employees on duty is exceedingly gratifying. From 3,011, or about 29 per cent of the total in 1912, their fatalities dropped to 1,923 in 1914, a little over 21 per cent. Meanwhile passengers killed in train accidents and other than train accidents fell from 326, or 3.1 per cent in 1912, to only 203, or 2.3 per cent of the total in 1914." The decrease in trespassers' accidents is small, and it does not require close figuring to learn what class is responsible for much of the destruction of life on American railroads.

NEW IDEA FOR SWITCHSTAND
Has Improved Mechanism Which Inventor Believes Will Make for Safety on the Tracks.



This invention has for its object to provide a mechanism in connection with switchstands for moving the points of a switch to deflect trains from the main track on to a switch, wherein mechanism is provided for locking the switch points in safety or main line position and connected to the operating mechanism for moving the points in such manner that when the operating arm for the switch is moved into inoperative position after returning the points to normal position, the locking mechanism will be operated to lock the points against movement. —From the Scientific American.

No Money for Meat.
Sir Cecil Spring-Rice praised at a dinner in Washington the pensions and allowances made by the English government in the present war. "The English government after this war," he said, "won't have to be charged with neglect, parsimony or ingratitude. "After this war the schoolboy's definition of a veteran won't have the ring of truth that it may have sometimes had in the past. "A schoolboy, you know, once wrote in his examination paper: "An old soldier is called a vegetable."

Gasoline in War.
"Twelve years ago they called the gasoline car a plaything. "Today that 'plaything' is doing the work of prancing steeds in carrying stiff-backed officers back and forth along the battle line; is transporting ammunition and food supplies from base to front for distances unheard of in other wars; is serving as a veritable battleship on wheels, from which squads of gunners operate their rapid-fire pieces; is bearing nurses and surgeons and wounded so swiftly that the death rate is amazingly low considering the size of the succeeding forces. "Method in His Madness. "I saw you talking to Debon this morning. Judging from the way you laughed, he must have told you a funny story. "No, it was rather and one I've heard of at least fifty times. "Then, what was you laughing for? "For his dollars. I borrowed it shortly after she passed." "Sweet Trash is quickly stepped. With whistles and signals, swift trains here burst through with 100 yards by the head department.

VETERAN OF THE OLD DAYS

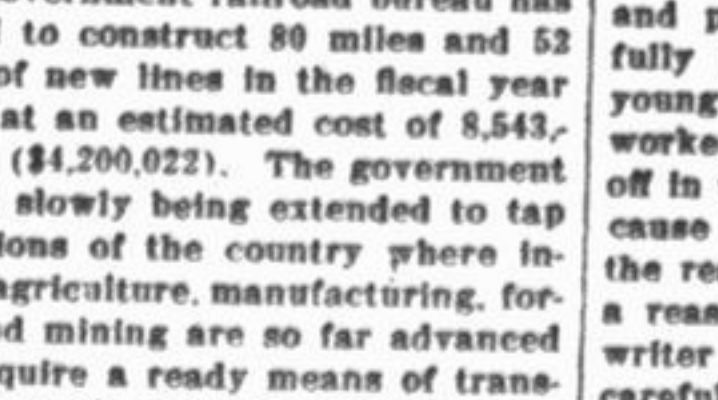
Miscellaneous Has Seen Wonderful Growth of the Railroad System of the Country.

Elias W. Wood, who died a short time ago at Brookfield, Mo., was at one time one of the best-known railroad men in the Middle West. Shortly after the Civil war he was an officer of the Hannibal & St. Joseph Railroad company, and lived at Macon, Mo. Recently Mr. Wood related the story of his railroad career. He said that when a boy of fourteen he started to learn railroading by firing a locomotive on the Michigan Central. The engine had only one pair of drivers, and it was the duty of the fireman, when the engine stopped on the center, to get it to going again by the use of what was called "starting hooks." The engine had no headlights and they never risked running it at night. It had a sort of pilot, but rarely made speed enough to overtake a cow.

The road connected Detroit and Kalamazoo. On the freight runs there were no conductors. The engineer had entire charge of the train, and when there were passengers he collected the fares. A freight train generally consisted of nine or ten four-wheeled box or flat cars. Instead of advancing to the position of engineer, Mr. Wood took up construction and track laying, for the engineering of those days had too many things to look after. His first work on construction paid him \$40 a month. He had to furnish his own tools. But the wage wasn't so small as it seems. One could get fair board, he said, at \$1 a week.

When the Kansas Pacific was built Mr. Wood had charge of the track laying gang from Kit Carson to Denver and was in many fights with the Indians.

SAFETY IN REPAIR YARDS
Device That Warns Workers When Is the Right Time to Conduct Their Operations.



In freight-car repair yards men are subject to a great deal of danger, and many accidents have resulted in pulling cars from the running repair tracks. In order to prevent accidents and give men warning that the switch leading to such a track is open, and to keep from under the cars, the device illustrated was put into service. Air is always piped along these tracks for use in testing out air brakes, and the air pipe from the device is coupled to the air line. When the switch on the repair track is opened it opens up the cutout cock, allowing the air to pass through a whistle until the switch is again closed. When the whistle stops blowing, this indicates that it is safe to go under the cars. The air pipe is one-half inch and fitted with a one-half inch cutout cock. The length of the arm that works the cock lever is optional and is made to suit the conditions. —Popular Mechanics.

Japan's Railroad System.
The railroad system of Japan is practically a government monopoly, only 255.58 miles of railroad being privately owned on March 31, 1915 (the latest date for which statistics are available), out of a total mileage of 5,344. It is reported that the imperial government railroad bureau has planned to construct 80 miles and 52 chains of new lines in the fiscal year 1915-16 at an estimated cost of \$,543,550 yen (\$4,200,022). The government lines are slowly being extended to tap all portions of the country where industry, agriculture, manufacturing, forestry and mining are so far advanced as to require a ready means of transportation to the central markets. It is intended to construct on an average about 200 miles of new lines a year until such time as the country will no longer require any great extension of the existing system.

The Gas Attack.
William Shaw, the young Pittsburgh millionaire who is serving as an aviator in the French army, sent home the other day an interesting story. Mr. Shaw said that he saw, one afternoon, a squad of men staggering back to quarters from a German gas attack. The poisonous gas had turned their dark hair and their beards a bright yellow. Mr. Shaw pointed out this phenomenon to a young captain. The captain smiled faintly through his pale gold whiskers and panted in a weak voice: "How Madeline would have enjoyed that scrimmage!"

MULES SUPERIOR TO HORSES FOR WORK



Two-Year-Old Mule Colt.

Nearly everyone knows that in construction work in the cities where teams are used, the mule stands alone as the only means by which such work can profitably be done. This being true, it seems strange that farmers have not seen the economy of keeping mules instead of horses for farm work. It is true that some farmers, scattered here and there, have recognized their advantages; yet, judging from the number of advertisements of mules in the stock papers in comparison with those of horses, it is evident that mules are not widely used—at least as widely as they should be. In the first place, two horses eat as much as three mules, while two mules will do as much work as three horses of the same weight. Farmers who keep mules know they eat less than horses, but few have probably realized the great difference in amount of feed consumed. In an experiment the Nebraska station, by keeping careful account of the rations during a considerable period, found that it cost 24¢ cents a day to keep each horse, and only 16¢ cents a day to keep each mule, says a writer in Successful Farming. On this basis it costs about \$90 a year to keep a horse and about \$60 a year to keep the humble mule.

When it comes to hard work, mules are far superior to horses. They can pull more than horses of the same weight and can stand times that they can pull a load almost twice as far as a horse team in the same length of time. They can stand continuous hard work much better than horses, and have greater recuperative power. That is, they can do hard work day after day and still be fresh the next day when horses are too fatigued to work.

CAUSE OF DISEASE AMONG LIVE STOCK
Lack of Care and Attention Is Responsible for Much Trouble—Attend to Details.

Want of care is the prolific cause of accident and disease among stock. The master's eye or the owner's solicitude are proverbially preventives against trouble or waste; but if the masters or the owners will not trouble themselves to exercise the watchful care needed, we may be sure no one else will.

PROPER FEEDS FOR FATTENING SWINE
Much Material May Be Gathered Up in Fall in Orchard, Garden and Elsewhere.

Flesh and fat are now made at half the cost of grain when the weather is cold and wet. Much food may now be gathered up in the orchard, garden and field, which costs little, and would otherwise be wasted. Boil the wheat screenings from the threshing machine with small potatoes and mix with wheat bran; feed lukewarm to the shoats. After the slop is eaten give a little old corn, just what they will eat up clean. Experienced feeders say that a better quality of meat and at the least cost may be had when old corn is the main grain fed the last fattening month. Pork made with soft corn is not cheaply made. Keep the soft corn and stubbles for the store shoats.



Sanitation in Dairy House
Extreme Care and Cleanliness Should Be Observed to Prevent Entrance of Bacteria into Milk.

Considerable care is taken large numbers of bacteria may find their way into the milk during the process of milking. Cows should be milked in clean, well-lighted stables. After grooming and before milking, the udders, flanks, and bellies of the cows should be carefully wiped with a damp cloth to remove any dust or loose hairs which might fall into the milk pail. Only those persons who are free from communicable disease should be allowed to handle milk or even enter the stable or dairy house. After the cows are prepared for milking each milker should thoroughly wash his hands and put on a pair of clean overalls and a jumper or



Open and Small-Top Pails.
wear a suit which is used for no other purpose. The suit must be kept clean and occasionally sterilized with steam or by boiling in water. The milking stool must also be clean, to avoid soiling the milk's hands.

USE PATIENCE WITH CALVES
Young Animals Must Be Handled Carefully—Can Be Taught to Drink Milk Very Easily.

Handle the new-born calf as you would a baby. First of all, keep it warm, and be sure it gets its first milk warm from its mother.

FEEDING SILAGE TO CALVES
Yearling Animals Will Consume About One-Half as Much as Mature Stock—Keep Free From Mold.

Calves may be fed silage as soon as they are old enough to eat it. It is perhaps of greater importance that the silage be free from mold or decay when given to calves than when given to mature cattle.

PUSHING SWINE FROM START
Interesting Data Gathered by Dean of Wisconsin Station—Keep All Young Animals Growing.

Young animals make more pounds of gain from their food than when older. Dean Henry of Wisconsin gathered a lot of data on this, and found that 38-pound pigs required 293 pounds of feed to make 100 pounds of gain, 75-pound pigs required 406 pounds of feed, 125-pound pigs, 437 pounds of feed; 174-pound pigs, 483 pounds of feed; 226-pound pigs, 498 pounds of feed; 271-pound pigs, 511 pounds, and for the 330-pound hogs it took 535 pounds of food to make the 100 pounds of gain, or nearly twice as much as the 38-pound pig. This emphasizes the importance of pushing the hogs from the start in order to make the most economical gains.

Contagious Abortion.
Cows affected with abortion disease, long after they have seemingly recovered and resumed the normal production of calves, continue to expel abortion bacilli with their milk. One cow now under observation has continued to discharge such bacilli with her milk without showing a symptom of disease for more than six years.

For Success With Dairy.
The right kind of a man will feed his cows liberally of economically produced feed and he will have a stit. He will care for them properly and breed them properly, and gradually improve his herd year by year, and there seems to be no limit to this, at least the limit has not been reached as yet.

The Dairy
LIVE STOCK

PROFITS IN BREEDING EWES
Beginner Should Select Animals With "Sold" Mouths and Good Udders—Avoid the Old Ones.

(By PROF. HOWARD HACKEDORN, Missouri College of Agriculture.)
More profits have been made from breeding ewes than from most other classes of live stock, in the last few years. The present scarcity and high price of cattle and feeder lambs make them more doubtful sources of profit at this time.

DOAN'S
50¢ at all Drug Stores
Genuine must bear Signature

Make the Liver Do its Duty
Nine times in ten when the right medicine is taken the liver cures
CARTER'S LITTLE LIVER PILLS
Do it for you!
Cures Constipation, Indigestion, Biliousness, Headaches, Migraine, Irritable Bowels, Small Pits, Small Sores, Small Pimples, Etc.

BROUGHT HOME THE MONEY
Youngster's Ideas of Finance Show What Primitive, But They Were Also Effective.

A four-year-old son in a Wisconsin (Ind.) family often is a help to his mother when he returns home. Often he is posted when asked how much is left for the week.

MR. F. C. CASE
Dodd's Kidney Pills, 50¢ per box at your dealer or Dodd's Medicine Co., Buffalo, N. Y. Dodd's Hypocrite Pills for Indigestion have been awarded 50¢ per box—Adv.

WANTED
To buy clean and healthy live Doberman Pinscher, 10 lbs. dog, good liver, bowels and stomach.

When all others fail to please Try Doan's Colic
Hard work brings stomach distress.