

## AGRICULTURAL.

### The Ewes in Spring.

Wool and mutton are low in price and to that extent it is very discouraging to flock-masters, but in this sheep raising do not fare much worse than other lines of agriculture. For this reason farmers should not hasten to sacrifice their sheep, but rather to give stricter attention to their care, which is necessary to an increase of profits. There is no industry which reacts so quickly as that of sheep husbandry. The flocks are so rapidly increased and so easily sacrificed that prices are equally quick to respond to the varying conditions of supply and demand. The spring months are the trying period for the sheep, and especially for the lambs.

Sheep of every description should be well fed and properly cared for during bad weather. At this season they cannot look out for themselves and their gain or loss will very largely depend upon the conditions under which they are maintained. In a general way all this may be said of the flock at large, but it applies in a special manner to the ewes that are with lamb.

In keeping breeding ewes there is a double purpose to be served. The owner should obtain a profit from them directly, and a much larger one from the lambs which they produce. In order to do this careful attention must be given to feeding and caring for the ewes during the winter. Food of suitable quality and in sufficient quantity to promote their growth and the full development of the young, should be supplied and the general care of the ewes should be such as to keep them in a vigorous state of health. This attention should be continuous. It will not do to omit it for a single day. Occasional neglect may undo all that care during a large proportion of the time has accomplished. Although sheep do not need as warm quarters as do cows they should be protected from the severe cold. They ought, also, to be kept under cover during cold storms. Exposure to winter rains often causes them serious injury. But when the weather is fine they should be given considerable liberty in the yards. The breeding ewes especially should have considerable exercise in the open air. This will be of great benefit to both the ewes and the lambs. It will tend to keep the former in health and make the latter strong and vigorous. There are sheep owners who give attention to feeding, watering, shelter and exercise—all of which are essentials in the care of breeding ewes—who make a great mistake in that they allow a ram to run in the pen until the lambs are dropped. Even when the ram is of good disposition he is a nuisance among the breeding ewes, and one that is cross, either constantly or occasionally, may do harm.

### Women as Poultry Raisers.

Farmers' wives usually care for the poultry on the farm, which is seldom well done because they do not devote sufficient study to the business. The attention given is a sort of makeshift or matter of necessity if the chickens multiply and live at all. Nellie Hawks says in praise of women who devote their time to poultry that, "In my heart I firmly believe that the most successful raisers of poultry in the land are we farm wives, and the happiest among our own class of independent women are those of us who care for and truly love a large and thrifty flock of beautiful thoroughbred fowls. My belief in a woman's success, in particular, seems to me not hard of explanation. It is simply that in her heart there exists that deep and peculiar strata of mother love that causes her to note and appreciate, as man cannot, every cunning baby-way and move these tiny bits of chickens are capable of making. Unconsciously, from the very day those bright-eyed downy peepers peek cautiously from beneath the biddy-mother's wings, curious to know all about this great big world they have come into, and the mistress of the poultry yards, to whom they are to look for food and care, they are winning their way right into her motherly heart. Through babyhood their beauty and innocence gain them possession there, and when they are grown she loves them none the less. How could she love them less when they love her so well in return, and thank her in many a happy way, peculiarly their own, for all she does for them, and when they help so materially in the filling of her purse, over and over again—that purse that has such an unhappy faculty of becoming frequently depleted?"

To a woman a well-managed, well-bred flock of fowls means independence. And who among us does not delight in the very joy of wage-earning and financial independence? For it brings a feeling of real "helpmeetiness" to a woman's heart; and many a choice pretty bit of dress belonging and house furnishings that otherwise she might not have felt herself justified in purchasing. Then there is the very pleasure itself of being out among the biddies, catering to their needs and wants, counting one's feathered possessions, building happy air castles, that do not fall to the ground when one has biddies to help, and anticipating the many things they have promised you shall have in return for your care of them; drinking in the refreshing, soul-inspiring draughts of pure, fresh air, and enjoying the beautiful sunshine and general out-of-door life, while thanking your stars at the same time that a farm home and life are numbered among your great blessings.

Those farm wives from the ranks of "ex-school-ma'ams" seem peculiarly adapted to the role of poultry breeders, just as their hearts seem to have been peculiarly susceptible to the fascinations of intelligent progressive farmer lads and the charm of rural life. I have known so many of these same fastidious, well-educated "school-ma'ams"—so called—that happily exchanged the name of "Say, teacher," for that of "farm wife," and almost without an exception have they, sooner or later, entered the goodly ranks of thorough, successful breeders of poultry, and become financially independent. At every poultry convention, state and county fair, at home and abroad, you will find her an enthusiastic champion and proclaimer of biddies' rights and great intrinsic value, and in proof of her conclusions will proudly point out to you her own beautiful plumed fowls that are there for inspection, to be judged by competent poultry experts, and carry home with them their share of blue ribbons. Yes, we farm wives are even universally acknowledged among the best and most successful of poultry breeders. We know just how to manage this line of business upon the farm, for we are interested in the work, and we

read, study and plan, and, best of all, in truth, the great underlying essential of all this, that woman love for tiny chicks, and everything in feathered garb. We must love them and we must love the work, else we shall never succeed. For to hate a task is to slight it, and work slighted or poorly done is never very remunerative.

### To Teach a Team to Pull.

The training of colts and working horses is of the utmost importance if good and faithful service is to be expected. The dispositions of horses vary greatly, so much so that some horses will remain true under the most trying circumstances while others are easily spoiled or will not submit to much harsh treatment without resenting it, and will utterly fail as a dependence anywhere. There are many such horses, now worthless, which might have been by proper training made serviceable. It is a real pleasure to have a team that can be relied upon to pull whenever wanted so to do. Any team if not of a too highly nervous temperament, may be trained to perfect reliability. We need first of all and forever after to recognize that the horse has a mind and at least the mental qualities of memory and affection. The consideration of paramount importance then is to develop the team's confidence in themselves and in their driver. It is just as true of the horse as of man that he will not exert himself greatly over what he has no hope of accomplishing. But, different from man, the horse thinks of previous loads instead of the one to which he is attached. This is the reason a balky horse is apt to refuse to pull a very light load. He has no way of estimating his load only by pulling upon it. Hitch a horse to a very heavy load, let him pull upon it, then transfer him to an empty wagon and start him. You will see him gather himself for a heavy pull. He has in mind the heavy load. Had the horse been stalled with the heavy load and whipped until the driver and horse were both certain he could not pull it you would have a horse thoroughly broken not to pull.

Let me impress the truth of this by calling to mind another illustration of the result of similar treatment. I have seen men who had horses given to pulling upon the halter put one on them they were confident the horses could not break and then whip them over the head in order to make them pull. Nearly always when a horse finds he cannot pull loose he will walk up to the hitching post. I have heard men argue that a horse could be so thoroughly broken in this way that a tow string would hold him. There is some truth in it, though not all horses are to be managed in the same way. A horse of nervous temperament should never be excited. They will always do their best in a perfectly calm state of mind.

The drivers of fast trotters have taught us this. They have also learned that to keep the horse calm all men in attendance must remain so. No passionate, profane man ever developed great speed in a horse nor trained a powerful pulling team. With these general principles in view and proper attention to details any team may be trained so that it will be a delight to work them. Have a definite and small vocabulary to use with your team and always use the same word for one purpose. Keep the same two horses working together and always on the same side. Use open bridles so that the team can see what is going on around them. Keep all attachments strong, that your team will not be in fear of straining themselves through something breaking. Use close fitting collars and harness, and never allow a horse to become sore from any part of the harness. Teach your team to start together. Keep them strong and in good spirits by good and regular feeding and good care in every particular. Let them come to heavy pulling gradually, and not at all until their bones are well matured.

### MAKE YOUR OWN SNOW.

Its Curious Formation in the Full Rays of a July Sun.

Two solid bodies, one yellow, sulphur; the other black, carbon, unite under certain circumstances to form a colorless liquid, called sulphide of carbon, which must be handled with much precaution on account of its great explosive property. The soluble property of sulphide of carbon renders it valuable to take spots off of garments. If its odor is more disagreeable than that of benzene or turpentine, it has at least the advantage of being dispelled quickly in consequence of the prompt evaporation of the liquid. There is nothing equal to it to take off spots of paint on clothes; it does not do it, however, without creating great fear in persons who use it for the first time, for they see on the very place where to their great pleasure the paint had disappeared a large white spot, the nature of which is hard for them to define, and the more they brush the more unsightly and the larger that white spot grows. Is then the garment lost? No, for fortunately after a few moments the spot melts away never to show again. It was snow and nothing more. The sulphide of carbon in evaporating takes heat from the cloth and surrounding air, and the result of that is a sudden lowering of temperature sufficient to freeze the vapor of the atmosphere.

Without operating on your clothes you may make the experiment in the following way: Fill a small vial with sulphide of carbon, taking great care to do it far from all flame or heated stove, then close the bottle with a cork stopper through which you have previously bored a small hole. In this hole place a piece of blotting paper made up into a small roll. The paper must reach to the bottom of the bottle and about one inch above the cork. Within fifteen minutes you will see the outside of this paper covered with snow, the quantity of which gradually increases. The liquid has risen through the pores of the paper as the oil of a lamp through the wick. When it gets to the open air it evaporates and the water contained in the surrounding atmosphere, being brought to a temperature below 32 degrees, has been frozen. If you divide the paper outside of the bottle into several pieces you obtain flowers and most charming effects. You may make the experiment in summer and in the full rays of the sun. The result will be obtained then more promptly, evaporation being more abundant.

Mrs. Winks—"Dame Fortune has been smiling on Neighbor Hicks, I hear." Mrs. Jinks—"Oh, the horrid old wretch, and his poor dear wife not dead a month."

## WILL BURN AFTER DEATH.

### PROMINENT AMERICANS WHO WILL COMMIT THEIR BODIES TO THE FLAMES.

Frances Willard and Kate Field Among the Number.

Some months ago, says a writer in the Albany Press, there died in New York a romantic German who bequeathed his body to the flames and his ashes to the winds. To heighten the effect he ordered that his incinerated remains be scattered to the breezes from the top of the Liberty statue.

His requests were followed and his ashes found a resting place in every-where, carried on the decks of vessels and on the waves of the Atlantic like a ghostly messenger to all the points on the compass.

The incident created but a passing notice for cremation has become an every day affair with us. Since 1885, when five bodies were incinerated at Fresh Pond, L.I., over a thousand cremations have taken place there and of these the Germans claim at least 600. From 1881 to 1894 the cremations in America number almost three thousand, and to-day there are in this country sixteen incorporated cremation societies.

Cremation as practiced by the ancients was literally a burning of the body, after being placed on a funeral pyre of wood or other combustible materials. Cremation of the present day, is really an incineration and not a

### BURNING OF THE BODY

in any ordinary sense of the word burning, but a reduction of the body in a spacious closed retort, under the influence of superheated oxygen, which at a very high temperature unites chemically with the carbonaceous elements of the body, with no flame contact whatever, like the snow in the genial warmth of the sunshine.

The funeral cortege arrives at the chapel, where the services are held. The body is placed on the catafalque, which is surrounded by an ornamental brass railing. After the services are completed the catafalque with the body descends by the means of an elevator to the crematory below.

Before the coffin has entirely disappeared from view, a black pall is drawn over the railing. After the body has reached the crematory, the coffin, without disturbing the body is placed on a light traveler, which rests on the top of a long carriage or table with wheels that fit to a track leading to the retort.

The coffin is then covered or enveloped with a white cloth, that has been saturated in a solution of alum. This is done to prevent any part of the coffin igniting while it is being placed in the retort. The retort door is opened and the coffin with the body is then moved into it by means of the traveler and table. The table is withdrawn, the door is closed and tightened, so that no air can enter the retort, or none of the gases escape. All is done quickly and in harmony with the solemnity of the occasion. The process of distillation begins. First, the gases of the wood of the coffin crumble and finally the body.

In about three hours the coffin is reduced to charcoal, and the body to pearly white ashes. When the ashes are removed from the retort the charcoal is separated from the ashes, and

### THE ASHES

are then placed in a temporary receptacle until final disposition of the remains is determined on by the relatives of the deceased.

One curious inconsistency has developed in the agitation for cremation of the dead. A host of great men and women have declared themselves unequivocally in its favor, but at death have left directions for incineration. Among those who were outspoken in their views were Phillips Brooks, George William Curtis, and Professor Joseph Leidy. Of these only the last named was at his own request incinerated, the services taking place May 5, 1891.

I would like to place on record some of the views of the living great men and women and perhaps the world will not be shocked when one or more of them follow the example of Dr. Leidy.

Mrs. Croly (Jennie June), has this to say: "Justice to the living and the sentiment we cherish for the dead, seem to me best satisfied by the quick diffusion of the shell they no longer inhabit, and the possession of that inured residuum which, like a lock of hair or remnant of a robe they have worn, we may keep and guard."

Dr. William A. Hammond expects to be incinerated, his sentiment on the subject reading as follows: "So far as I can influence the matter I shall be cremated myself at the proper time."

### WILLIAM A. HAMMOND.

R. Heber Newton will astonish his parishioners, most of all, by his prospective incineration. He says: "Believing thoroughly in a life to come, I have not the slightest notion of that higher life being conditioned in any possible way by the way in which we get into it. Nothing but the stupid prejudice of a blind orthodox could allow any notion of this kind to have weight. In so far as it does have weight it ought to be exposed and ridiculed. I have for years had

### THE INTENSEST HORROR

of thinking of any one dear to me undergoing the noxious process of decomposition, as we have made sure that it shall be made noxious by our whole mode of interment. I want those I love to pass from this life to a higher life without any such abhorrent decomposition of the form once dear to me. On every hand cremation has commended itself to my judgment and I am sure that it is destined to prevail in the future. I expect to be disposed of thus myself, and do not know of any expression of opinion which I could offer that would have any more weight than this."

### R. HEBER NEWTON.

Kate Field is a cremationist and speaks forcibly on the subject. She says:

"I am a cremationist because earth burial poisons earth, air and water, and consequently breeds disease among the living. Much of what is called malaria is nothing more nor less than the result of cemetery gases generated in the vicinity. Many a New England town is now subject to zymotic diseases because the inhabitants are drinking up their ancestors' remains in the sparkling well water, which is considered healthy merely because it is clear. This is an indication whatever of purity. Crema-

tion is not only the healthiest and cleanest, but the most poetical way of disposing of the dead. Whoever prefers loathsome worms to ashes possesses a strange imagination." KATE FIELD.

Miss Frances E. Willard proposes to be reduced to ashes in the most approved style. She says:

"I have the purpose to help forward progressive movements even in my latest hours, and hence hereby decree that the earthly mantle which I shall drop ere long when my real self passes onward into the world unseen, shall be swiftly unfolded in flames and rendered powerless harmfully to affect the health of the living. Let no friend of mine say aught to prevent the cremation of

### MY CAST-OFF BODY.

The fact that the popular mind has not come to this decision renders it all the more my duty, who have seen the light, to stand for it in death, as I have sincerely meant in life to stand by the great cause of the poor, oppressed humanity. There must be explorers along pathways, scouts in all armies. This has been my "call" from the beginning both by nature and by nurture; let me be true to its inspiring and cheery mandate even unto the last."

### FRANCES E. WILLARD.

Even that greatest of journalists, Charles A. Dana, expects to burn. He puts it concisely thus:

"It is my judgment that cremation is the most rational and appropriate manner of disposing of the dead."

### CHARLES A. DANA.

The rules governing cremation are interesting, those at Fresh Pond, L.I., being as follows: Each application must be made by the person having charge of the disposal of the body or his representative; a blank form prepared by the company must be filled out and filed in the office of the company. On the filling out of this application blank, payment of the incineration fee, and the presentation of the physician's certificate stating time, place, and cause of death, an order directing the incineration is given the applicant. To this order the undertaker in charge of the body must have attached the customary certificate of the Board of Health. Every incineration must be attended by some relative of the deceased or representative of the family. The price of incineration is \$35. This does not include transportation or undertaker's services. Children under ten years are cremated for \$25. No special preparation of the body or clothing is necessary. The body is always incinerated in the clothing as received. The coffin in which the body is carried to the crematory is never allowed to be removed from the building, but is burned with the body. In every instance of death from contagious disease no exposure of the body is permitted. Incineration may be as private as the friends desire. On the day following the incineration the ashes are deliverable at the office in a receptacle provided by it.

### GULLS ARE SACRED IN UTAH.

Why Grateful Mormons Impose a Fine of \$5 for Killing the Birds.

Most interesting of the birds that we saw on our daily walk in the pasture, says a writer on Utah in the Atlantic Monthly, were the gulls, great, beautiful, snowy creatures, who looked strangely out of place so far away from the seashore. Stranger too, than their change of residence was their change of manners from the wild, unapproachable sea birds, soaring and diving and apparently spending their lives on wings. From this high place in our thoughts, from this realm of poetry and mystery, to come down almost to the tameness of the barnyard fowl is a marvelous transformation, and one is tempted to believe the solemn announcement of the Salt Lake prophet that the Lord sent them to his chosen people. The occasion of this alleged special favor to the Latter Day Saints was the advent, about twenty years ago, of clouds of grasshoppers, before which the crops of the western states and territories were destroyed as by fire. It was then, in their hour of greatest need, when the food, upon which depended a whole people was threatened, that these beautiful winged messengers appeared. In large flocks they came, from no one knows where, and settled like so many sparrows all over the land, devouring almost without ceasing the hosts of the foe. The crops were saved, and all Deseret rejoiced.

Was it any wonder that a people trained to regard the head of the church as the direct representative of the highest should believe these to be really birds of God, and should accordingly cherish them? Well would it be for themselves if other Christian peoples were equally believing and protected and cherished other winged messengers sent just as truly to protect their crops. The shrewd man who wielded the destinies of his people beside the Salt lake secured the future usefulness of what they considered the miraculous visitation by fixing a penalty of \$5 upon the head of every gull in the territory. And now, the birds having found congenial nesting places on solitary islands in the lake, their descendants are so fearless and so tame that they habitually follow the plow like a flock of chickens, rising from almost under the feet of the indifferent horses and settling down at once in the furrow behind, seeking out grubs and larvae, and mice and moles that the plow has disturbed in its passage. The Mormon cultivator has sense enough to appreciate such service, and no man or boy dreams of lifting a finger against his best friend. Extraordinary indeed was this sight to eyes accustomed to seeing every bird that attempts to render such a service shot and snared and swept from the face of the earth. Our hearts warmed toward the "Sons of Zion," and our respect for their intelligence increased as we hurried down to the field to see this latter-day wonder.

### Stopping the Bees.

A man standing in the street, stopping the flight of a swarm of bees, was one of the sights witnessed a little while ago in an American town. The bees were coming towards him in a direct line, and he evidently knew his business. Hastily he gathered earth and debris in his hands and threw it into the air, thus diverting the course of the bees. Immediately they began to settle down, and in a very short time he had nearly every bee safely lodged on a plank by the side of the street. A biscuit box was then procured, and soon the bees were safe.

## RUSSIA'S GREAT RAILROAD

Will Cross Siberia, Opening a Wonderful Country.

The Czar of all the Russias, has decided to build a railway some 5,000 miles long, connecting his European with his Asiatic domains. This great enterprise is to be known as the Great Siberian Railway, and its terminus will be Cheliabinsk on the west and Vladivostok on the east. It is not expected that the road will pay expenses for a long time, but it is an investment by the Government for economic, industrial, and military purposes.

The chief purpose, of course, which the Russian Government has in view in building this great railway across Siberia is political. Its significance is clear from the fact that when the line is completed Russia will not only nominally, but actually, occupy that position in the east of Asia which she now holds among her friends and enemies in Europe. As the line shortens the distance from European Russia to the east of Asia, in a like measure will the power of Russia increase in the East. The strategic value of the road can be realized only by those who have made a study of the relations that have for so long existed between

### ENGLAND AND RUSSIA.

the constant friction on the boundaries of their colonies in the East, and the apprehension with which each has regarded the slightest movement the other has made in that direction.

The English Government has recently been making some interesting experiments as to the speed with which it could send troops from Eastern Canada by the Canadian Pacific Railway to British Columbia. A train of nine cars, said to be the best equipped for military purposes ever built, was dispatched from Halifax to Vancouver in five days. It is to be presumed that not many years after the Siberian road has been in operation it will be possible to make the trip from Moscow to Vladivostok in not less than ten days. That Russia evidently had the military possibilities of the road uppermost in her mind when it was decided to proceed with its building is shown by the fact that the estimated capacity of the road is based upon the number of military trains which may be sent over it in twenty-four hours. For its strategic value alone Russia can well afford to put the \$250,000,000 which it will cost into this railroad, without regard to the other advantages it offers.

From a commercial point of view the importance of the road cannot be overestimated, for it will furnish means of transportation for the Chinese, Japanese, and Indian trade to Europe and divert the commerce of the East that now travels in caravans from the lines it follows further south. The popular notion of Siberia is that it is

### A BARREN WASTE

extending from the frozen ocean on the north to the burning semi-tropic plains on the south, and that its chief inhabitants are the Russian political prisoners who have been condemned to spend their lives in the mines of this almost unknown region. But this idea is very far from the truth.

The possibilities of the vast country which is to be tapped by the new road are tremendous, both commercially and industrially. The principal barrier to the development of civilization in Siberia has been the absence of regular communication, on the one hand, between the most important administrative and industrial centres of Siberia, and, on the other, between Siberia and European Russia. Consequently, when this principal obstacle is removed the causes will disappear which have for a long time retarded the regular peopling of this extensive and richly-endowed region and the rise in the civilization of its present inhabitants.

In reality, the great Siberian railway, intersecting the whole of Siberia for a distance of 4,700 miles, embraces a very wide zone, which is not less than 1,500,000 square versts, or about 660,000 square miles. This enormous area, which exceeds the whole extent of Central Europe—Germany, Austro-Hungary, Holland, Belgium, and Denmark—lies in the mean geographical latitude, and, as regards climate and soil, possesses all the qualities favorable to the development of agriculture, rural economy, and the industries connected with them. This region is likewise rich in deposits of the precious metals.

The chosen route traverses the rich Ishimsk, Barabinsk, and Kulundinsk steppes, which have always been renowned for their fertility and have served as a granary for Siberia. The opening of the Ural line has already been sufficient to cause an increased activity in these steppes, and to forward considerable quantities of grain to the west, partly to the Baltic seaports. If the influence of the Ural line is so great, connected, as it is, with these lands only by water communication, then an uninterrupted line of rails connecting them with the general network of lines in the Russian Empire is certain to result in a proportionate increase of agricultural development. Under favorable conditions of soil and climate, the productive power of the land will draw an increase of population and have an indirect influence upon the regular colonization of the country.

The first section of the road is from the town of Cheliabinsk to the town of Omsk, 495 miles, the second section from the town of Omsk to the River Obi, 384 miles; the third section from the River Obi to the town of Krasnoyarsk, 480 miles. The connecting Ussuri Line is 247 miles long and the Transbaikalian Railway 689 miles. It is estimated that the cost of the road from Cheliabinsk to Irkutsk will be in the neighborhood of \$6,000,000, and it is hoped that it will be completed this year. The entire length of the road from Cheliabinsk to Vladivostok is 7,112 versts, or 4,703 miles. The main line of the Canadian Pacific from Montreal to Vancouver is 2,904 miles in length. The estimated cost of the entire road is 350,210,482 rubles, or \$269,662,071. This would make the average cost per mile in the neighborhood of \$25,000, which is about the average cost of railroad construction in this country. In the two years during which the Government has been at work good progress has been made. Part of the route presents engineering problems most difficult of solution, for there are mountains to be tunneled or climbed, rivers to be bridged, lakes to be skirted, and marshes to be crossed. It is hoped that the entire road will be in operation by 1904.