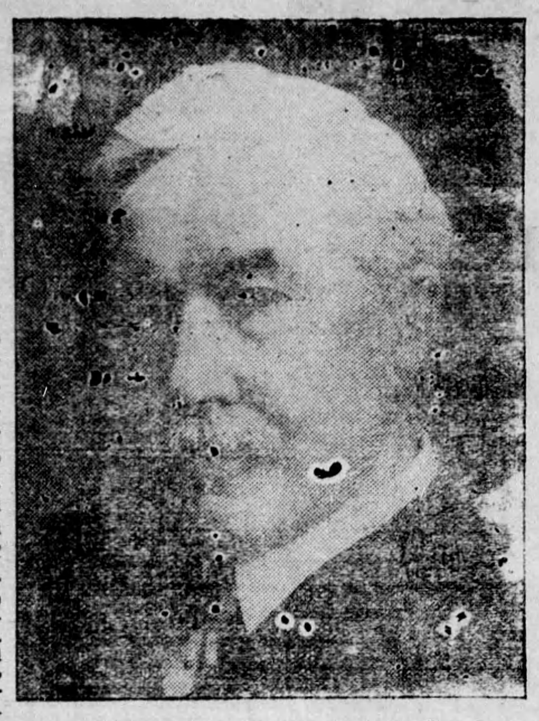
Humor Of J. W. Leonard

His Scrap Book and His Well Done Work



THE LATE J. W. LEONARD
Well-known Railway Man, for Many Years a Leading Official of the C. P. R.

The late James W. Leonard, formerly general superintendent of the C. P. R., in Toronto, was one of that picturesque type of railroad man which is passing into history.

The older generation will recall the figure he made a quarter of a century ago when he was superintendent for the C. P. R. He wore a frock coat, a wide-brimmed slouch hat, and smoked a pipe of slight proportion.

The hat became a sort of landmark. It was a symbol around the C. P. R. To it, one came for the brief, business-like "yes" or "no" that characterized "Jimmie" Leonard's abrupt and efficient administration. But the hat began to show signs of decay. However jauntily "J. W." cocked it over one eye, it wilted and faded. So his good friend, W. R. Callaway, now general passenger agent of the Soo line, took Mr. Leonard up on the hat question and urged him to get a new one.

"What for?" demanded J. W. "Nobody would know me in another hat! This is my crown! Nothing doing!"

Mr. Callaway finally offered to buy a new hat, and J. W. said: "You're on."

A new derby was purchased, sleek, and in the latest fashion of the eighteen nineties. J. W. put it on, and ordered the famous old slouch hat to be sent home.

Next morning, J. W. appeared on the job in the old slouch hat!

Another anecdote indicates the late Mr. Leonard's quiet but effective method of brushing away the vanities of human nature. A young man applied for a job to him. This young man was sporting a walking stick.

"I'm afraid we can't do anything for you," said Mr. Leonard. "We can't use a lame man."

"But I'm not lame!" protested the applicant.

"Then why the cane?" asked J. W.

The applicant got the job, but he discarded the stick and also a certain frame of mind out of which the stick arose.

Mr. Leonard was a man of few words, a trait that endeared him to his many friends and which secured him in the high esteem of the thousands of business men with whom he dealt for the railway.

Of his old comrades in the old Credit Valley Railway enterprise, only four are left: Mr. R. M. Callaway, general passenger agent of the Soo line; Mr. Alf. Price, general manager of the C. P. R.; Mr. H. E. Suckling, treasurer C. P. R., and Mr. A. L. Herzberg, divisional engineer.

HIS GREAT LOVE OF WORK.

Deep down in the recesses of his nature, it would appear that the late J. W. Leonard, whose life-motto was, "I want to do the work entrusted to me in the very best way that I can," should have been eager for the approbation of his fellows. In a scrapbook, containing the clippings of newspapers for the past twenty years, there is a letter from Lord Shaughnessy, congratulating him upon the manner in which he had moved the wheat crop out during his first year as assistant superintendent of the western division. It is evident that he valued the letter as an evidence of work well done, rather than as the approval of the head of the system.

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BEAUTIFY THE HOME

How to Grow Plants for Winter From Cuttings.

August Ploughing Destroys a Considerable Proportion of White Grubs and Wire Worms Infesting Old Sod Fields—Flax Is a Splendid Crop for a First Crop on Such Fields.

(Contributed by Ontario Department of Agriculture, Toronto.)

TOWARD the end of the summer, the amateur flower grower often wonders how the stock of geraniums in the flower border can be increased and preserved by some other means than by taking up the old plants in the autumn; the last named method not having, perhaps, proved successful in past seasons. By starting fairly early, toward the end of August, before cold chilly nights appear, a nice supply of young plants, more especially of all kinds of geraniums of the flowering kind, or those having fragrant leaves, or even the bronze or silver-leaved kinds, can be had by starting cuttings or slips of these plants. First of all obtain a shallow box about three inches deep, ten or twelve inches wide, and from twelve to twenty-four inches in length, an empty haddie (fish) box will do very well. It should have some small holes bored through the bottom for drainage. Pack this box firmly with moist, clean, gritty sand; sand that will make good stone mortar will do. Then take the terminal or top part of the young growth of plants about four or five inches in length, each shoot or cutting having from four to six joints where leaves are produced. Make the base of the cutting just below one of these nodes or leaf joints, making a clean cut with a sharp knife flat across. Cut off some of the lower leaves, leaving two or three leaves at the top. Cut off all bloom buds and blossoms where possible. Make a hole or drill in the wet sand deep enough to set fully half the length of stems of cuttings in the sand. Water them well once and keep the sand moist until cuttings are rooted, which should be in five or six weeks' time. The box can be set out of doors in partial shade until the first week in September, when they can be taken into the window. When cuttings have roots about an inch in length dig them carefully from the sand without injuring the roots and pot them singly into small 2½ inch pots or set them about two inches apart in well-drained shallow boxes in a soil made up of one part sand, one part leaf mould, and about six parts of light loamy soil enriched with one part of dry pulverized cow manure from the pasture field. This last is one of the best possible fertilizers for soil for pot plants. Set the young plants in the window in a temperature of 60 to 70 deg. Fahr., an ordinary house temperature. — William Hunt, O. A. College, Guelph.

White Grubs and Wireworms.

White grubs are the larvae of the large dark brown May beetles, or "June Bugs," as they are commonly called, and, being underground feeders, are very difficult to control. A great variety of experiments have been made with chemicals of many sorts, but none has proved successful. The only method of control is the adoption of a system of rotation of crops. No field should be left in grass for more than three years. An old pasture, when broken up, is often found to be full of these grubs, and they will attack the roots of any plants that are sown in place of their ordinary food which has been removed. Corn and potatoes will suffer severely, but clover is least affected by them and may be seeded down with rye. After the second year any crop will usually be safe. Deep ploughing in October before the weather becomes cold will expose the grubs and destroy many. Pigs and poultry, crows and other birds and skunks greedily devoid them. Where an old field is found to be badly infested, it is a good plan to turn in some hogs; they will soon root out and eat up all the grubs. If the field is large it would be well to confine them with hurdles to a small portion at a time, and when that is cleared move them on to a fresh feeding ground.

Wireworms are the larvae of Click beetles, so called from their curious habit of springing up in the air with a "click" when laid upon their backs. The beetles are long and narrow, rounded above, with very short legs, and usually dull gray or black in color. The grubs are long and round, with a very hard skin, from which they get their name of Wireworms, and yellow or whitish in color. Their life-history is very similar to that of the White Grubs, as they thrive in old pastures and take two or three years to mature. They feed upon the roots of any plants that may be grown where they are, and are especially injurious to corn and potatoes, in the latter of which they often burrow great holes. As in the case of the White Grubs, no treatment of the soil with poisons of any kind has been found effective. There is a prevalent idea that salt will kill them, but this is an entire mistake. The only remedy is a short rotation of crops as is the case of White Grubs. Ploughing in August and cross-ploughing in September will destroy great numbers. Clean cultivation, leaving no weeds or other shelter for the beetles, in fence corners and elsewhere is also of importance. Flax is a particularly valuable crop for sowing on old sod, as the worms injure it but very little.

Break up the old pastures is the advice all farmers should follow.—Dr. C. J. S. Bethune, O. A. College, Guelph.

PREVENT POTATO ROT

Spraying With Bordeaux Mixture Proven Very Effective.

Machinery Must Be Kept Well Oiled If It Is to Work Efficiently—An Expert Discusses the Question From Every Angle.

(Contributed by Ontario Department of Agriculture, Toronto.)

LATE Blight and Rot of Potatoes can be prevented by spraying with Bordeaux mixture. Commence spraying when the plants are from five to eight inches high and keep the foliage covered with Bordeaux throughout the season. Take special care to see that the spraying is very thoroughly done if the weather is at all damp about the 15th of July, as Blight often begins about this time. Add a poison when necessary for potato beetles—arsenate of lead paste 3½ lbs. to each 40 gals. of the liquid spray, or Paris green 2 lbs. to 40 gals., or a mixture of 2 lbs. arsenate of lead paste and 1 lb. of Paris green to 40 gals. From three to seven applications should be made, depending upon the season—the wetter the weather the larger the number. Do not put off spraying because it looks like rain. If the spray is on the plants half an hour before the rain comes it will be dry and sufficient of it will stick to prevent infection, which takes place during or soon after rain. Such spraying should prevent not only Late Blight and Rot but also Early Blight and potato beetles.

Thorough spraying only is effective. If thorough spraying is to be done sufficient Bordeaux mixture must be used. From 50 to 150 gals per acre should be applied at each spraying, and when the plants are large not less than 100 gallons per acre should be used. Thorough spraying means the covering of every portion of the potato plant with Bordeaux mixture in the form of a fine mist. This can only be done when the solution is applied with good pressure, so as to insure covering every portion of the plant. The best results from spraying are obtained when potato sprayers are used which are fitted with a T-joint attachment so as to insure covering both surfaces of the leaves at each spraying. When the plants are large it has been found that it pays to go over each row twice at each spraying.—Prof. J. E. Howitt, O. A. College, Guelph.

The Importance of Keeping Machinery Properly Oiled.

The importance of keeping machinery properly oiled may be better realized when we try to compute, in dollars and cents, the annual sacrifice in machine efficiency through friction. Carelessness in lubrication may easily reduce the efficiency of a machine fully fifty per cent. At the same time the machine itself is wearing out faster, on account of the needless friction, than owing to the real work done.

The microscope reveals the fact that the surface of the most highly polished shaft ever made is as rough and untrue as a rough casting appears to the unaided eye. In practice it is not possible to make a metal surface that is absolutely smooth, incompressible, or even a true circle, hence inequalities of pressure at the bearings, grinding and tearing of the metal fibres, causing friction, producing factors of inefficiency and wear and tear. Though these faults of construction cannot be avoided, we can, in a great measure, overcome the effect in machinery, by judicious application of a lubricating agent.

The lubricant consists of minute balls or globules. These readily insinuate themselves between the faces in mutual contact forming a cushion, keeping the metals apart. Its use is not only to reduce friction, but also to carry away whatever excess of heat is generated. All liquids have not sufficient sustaining powers to be used as efficient lubricants. Some cannot be retained between the metals; others do not cling together persistently enough. To resist the tendency of the metal to tear the lubricating film apart, these globules must have a good deal of internal strength, and must stick together well. They must also cling well to the metal, or they will be squeezed out of the bearing.

The oils and the fats are the principal lubricants. The mineral oils are thin, and so are lard, olive, and sperm oils. Castor oil, neatsfoot, tallow and rape are thick. Nothing is better for high speed bearings and light spindles or shafts than sperm oil, but it is costly; for heavy bearings castor oil is superior to this, but it is also expensive.

But there is relatively little pure lubricant used in machinery, for it is usually more economical to employ a compound oil, compounded for special uses, than to use pure lubricants which, after all, are often heavily adulterated — gum, soap lime, alumina soda, and free acids have their own distinct purpose to serve in the composition of cheap oils. The chief advantage, however, pertaining to the use of compound oils is, that the objectionable qualities, of one kind of lubricant can be neutralized by mixing it with a lubricant of another kind. For instance, vegetable and fish oils are drying oils, that is, they oxidize rapidly, and cause gumming or clogging of the bearings to which they are applied, and if allowed to drop and accumulate upon dust, cotton waste, and timber are liable to develop an internal heat that will cause spontaneous combustion. Mineral oil does not oxidize, neither does animal. But mineral oils have what is termed a low flashing point; that is, they fire or ignite at a low temperature, some at 212 degrees Fah., or under. Animal oils develop fatty acids, and these corrode and pit the surface of the metal which they are used to lubricate.—Prof. John Evans, O. A. College, Guelph.

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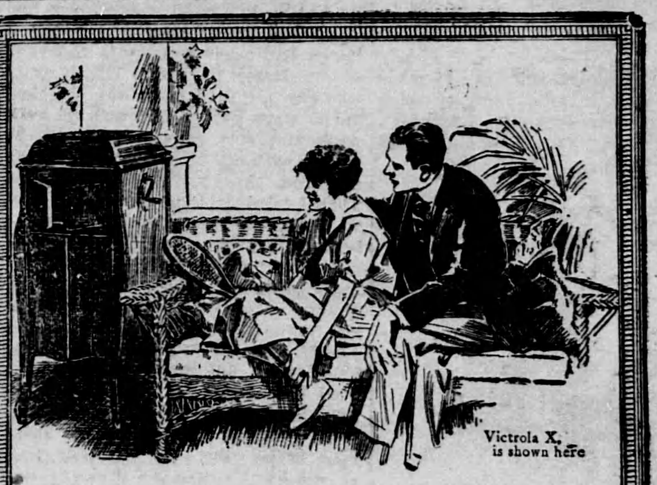

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Political Railroading

Government operation of the United States railways is becoming more of a farce under peace conditions than it was in the most strenuous days of the war. It will be recalled that Mr. McAdoo recommended to Congress before he retired from the directorship of the railways that government operation should be continued over a period of five years, in order that the country might judge and pass judgment on the respective merits of government and private operation.

For the month of April the railways showed an increase in the volume of business of 4.9 per cent.; but there was a decrease of 63.7 in net income. This loss in net was registered despite the fact that freight and passenger rates have been increased about 50 per cent. since the government took over the railways and began to operate them. The promising increase in net earnings during peace conditions proved to be false prophecy; there has been a steadily-increasing deficit.

During the first four months of the present year there has been a net loss for railway operation of $185,000,000, notwithstanding the increased rates. The financial expert of the New York Times gives the following figures relating to government operation this year, taken from the records of the Federal Department of Railways:—

In comparison with the three-year average upon which the government rents the railways there was an increase of $110,117,000 in gross earnings and a loss of $41,182,000 in net income. (This is for April only.) Over the four months of this year there was an increase of $447,950,000 in gross earnings and a decrease of $174,412,000 in net income. The loss of 72 per cent. in net earnings LEFT FOR THE GOVERNMENT $65,804,000 WITH WHICH TO PAY $240,216,000.

What more convincing object lesson of the failure of government ownership could be asked than those two totals, an increase of $447,000,000 in gross earnings and a decrease of $174,000,000 in net earnings? That means a difference of more than $600,000,000 between government and private operation in the short period of four months, or of $1,800,000,000 in a single year.

Part of that loss is due to mismanagement and part of it to padding the railroad pay rolls. Senator Cummins, formerly an advocate of government ownership, read statistics in the Senate recently to back his assertion that there were 200,000 useless men in the employ of the Railway Administration. He said the whole of them could be cut off without injuring the service in the least. In other words, there are more than 200,000 purely political positions under the railway management.

Little wonder that the Democrats have cut government ownership from their party platform and that even the radical supporters of Senator Johnson failed to make any mention of it in their "Progressive" platform. In 1912 and again in 1916 the Progressives made government ownership a headliner in their policies. Now the idol has fallen so low that none will do it reverence.—From the Los Angeles Times.