

# Agricultural

## WHY NOT KEEP SHEEP?

For ten years past, and more, we have been urging farmers to study the sheep. We have not urged, and do not intend to urge, farmers as a rule to go largely into the sheep business. Comparatively few of them, says Wallace Farmer, are prepared for it in the way of fences. Still fewer have the requisite experience. For knowledge in the sheep business, as in everything else, can be learned effectively only by experience. There are enough lines of business on the farm with which the farmer has experience and knowledge to utilize most of his grass and grain and the greater portion of his time an attention. But while not urging farmers as a rule to go into the business largely, we do not believe there is a farm in the state, or adjoining states, that has a considerable portion of well drained land and tame grasses on which a few sheep may not be kept profitably each year. If the farmer does not care to give them attention himself, if he does not naturally like sheep, let him buy twenty-five, or ten, and give them in charge of the boys whom he wishes to become farmers and be sure to give them the profits. He will never miss what they eat and the boy will have an interest in the farm from the time onward. If he has no boys, try the experiment of making his wife happy by giving her or the girls the profits of a few sheep and allow them to care for them or see that they are cared for, preferably the latter. What do we advise this? There is no animal on the farm, which, taking one year with another, will yield better profits. It is safe to say, that, taking ten years, or even five, an investment of \$100 in good sheep will yield \$100 a year, provided the flock is limited to 150. The wool will bring \$1 per head, or over; a flock of twenty-five ewes properly cared for, are good for as many lambs, which, if sold without fattening will bring \$3 per head, and if properly fattened will bring from \$4 to \$5. I cared for in the best manner they will beat these figures by \$1 a head. About eight pounds of sheep can be kept on the pasture required for ten pounds of cattle. We think it safer to count 6 pounds than by the head. It will require as much pasture to keep two sheep weighing 150 pounds as it will three weighing one hundred pounds. The money profits, however, are not by any means all there is in sheep growing. The traveler who passes by on his own farms can tell on sight the portion of the farm over which sheep range by the absence of weeds in the permanent pastures and the slightly appearing ones of greater importance every year and the only certain indicator of weed of nearly all kinds is the sheep. Thin this over and see whether it will not pay you in many ways to buy a few head. In purchasing, get good common sheep. If they have Merino blood in them, or even if they are all Merino no matter. See that they are healthy no matter. See that they are healthy and out of a clean flock. The beginner under no circumstances should buy scabby sheep. Mate them with a first class buck of the mutton breeds; Cotswold, if you want a big sheep; Shropshire or Southdown, if you prefer, but get the best buck that you can. Any of the breeds are good enough. For our own part, we prefer a Shropshire as well made as Southdown, or, if we can not get that we will take a well made Southdown as big as a Shropshire. This, however may be a matter of taste. Any of the mutton breeds are good enough, but it is easier for the beginner to get the breed which is most common in his locality. For summer feed, give good pasture. Blue grass is the best, a clover hay, or sheep oats to breed in ewes. Keep the corn away from them in fattening lambs after weaning, turn them into the corn field early, say in August, and let them have the range of a second crop clover meadow plenty of water and salt. You will be surprised how easily you can fatten the lambs and what nice money they will make. This is enough for the first lesson. We are talking to men whom we wish to benefit by showing them where a little nice money can be made very easily. Think it over.

## PRODUCE ONLY THE BEST.

The farmer should not only try to reduce the cost of production, but he should try to produce the best of everything. Quality counts in selling, and any reasonable expense entailed in the production of extra quality in any farm or garden crop will be amply repaid. A little extra care in the selection of the best varieties, and in their cultivation and care, will usually accomplish the desired end. The market is seldom over-stocked with goods of extra quality, and the best always first at an advanced price. Selection, thorough cultivation and fertilization by means of stable manure or commercial fertilizers will result in a marked difference in the quality of berries, fruits and field crops. They must have favorable circumstances under which to grow and mature, or they cannot be first class. No fruit tree can do its best when standing in a wet, poor soil. Under-

drain, cultivate, manure and prune properly, then you can expect good results. The farmer who produces the best grains can, with a little push and energy, dispose of the most of his products for seed, and in this way get more for them than they would bring in the regular market. There are always sections where good seed of various kinds is scarce. Others wish to change seed every few years—a very good practice. This creates a demand for grain of extra quality. The market for fine fat stock and breeding animals is never glutted. But second or third-rate stock is apt to go begging for a purchaser. It may cost a little more for the sire and dam, but the feed costs the same, or, in fact, costs less for a thoroughbred animal than a scrub, because in the former it shows to a better advantage and sells for more per pound. The scrub is usually a long-legged raw-boned animal requiring a great amount of feed to maintain it, and still more to fatten it. A hard feeder in every sense of the term, there is little or no profit in handling that kind of stock. A careful feeder who understands his business should always make a fair profit, even in an off year, by handling improved stock.

## DO NOT OVERWORK BUTTER.

Butter which otherwise would be good may be ruined when it comes out of the churn by working too much. Every particle of buttermilk must be removed or the butter will not keep well, and it must also be salted evenly or it will be streaked. How to accomplish these things without working the butter too much, says a writer, is a problem which has been solved by the creameries and which may also be solved in a practical way by every home butter-maker. It is an easy matter to wash butter so that it will be perfectly free from buttermilk without working at all. When butter is in the granular state put into a pan of cold water, skim out into another pan and wash again, keeping this process up until the water in which the butter has been washed is clear. If there are any particles of butter fat left in the water after skimming out the butter they may be easily gathered up by placing a piece of cheese cloth over the mouth of the churn and pouring the water through it into the churn. When the butter has been thoroughly washed and while still in the granular state spread out in the butter bowl and sprinkle with salt. About three table-spoonsful to the pound is needed. Thoroughly mix, then work the butter only enough to get it into shape, making solid as possible. Butter made in this way will not be salty, as it is very sure to be if the buttermilk is worked out and the salt worked in. Salt that contains lime as does all that which is made by evaporation should not be used for butter. Salt that comes in barrels and small sacks from the groceries is said to be a poor article for butter on this account.

## STORING APPLES AND GRAPES.

If apples are kept in the cellar they should be placed in the coolest and most airy part. It is best to keep them in a shed or garret until there is danger of freezing, and then put in the cellar. To keep well, apples should be kept in receptacles as air tight as possible. The barrel should never be left uncovered. Open the barrel and take out a sufficient quantity to last a few days and then nail the cover on again. It is hard to keep grapes in a good condition until Christmas, yet it can be done. Use a keg, jar or any receptacle that is clean, dry and tight. Put a clean layer of sawdust about three inches in the bottom and then a layer of grapes. Pick off all the imperfect ones and do not let the bunches touch each other. The grapes should be perfectly dry. Sprinkle sawdust all over and through them and a thick layer on top; then another layer of grapes and so on until the receptacle is full. When full nail on a tight cover and keep in a dry, cool place.

## HE OR SHE.

The word "ship" is masculine in French, Italian, Spanish and Portuguese, and possess no sex in Teutonic and Scandinavian. Perhaps it would not be an error to trace the custom back to the Greeks, who called all ships by feminine names, probably out of deference to Athene, goddess of the sea. But the sailor assigns no such reasons. The ship is to him a veritable sweetheart. She possesses a waist, collars, stays, laces, bonnet, ties, ribbon, chain, watches and dozens of other feminine valuables.

## A FIXED STYLE.

The rough goods come, The smooth goods go, And stripes and plaids Each has a show, But summer, winter Autumn and spring My daughters declare Checks are the thing

## THE NEEDED SAND.

Jill—You puckered up your lips so then I thought you were going to kiss me.

Jack—No, I got some sand in my mouth.

Jill—Well, for Heaven's sake swallow it; you need it in your system.

## AN AVERAGE REPUBLIC.

Returned Traveler—What became of Boss Mulhooly, the notorious brawler? Citizen—He died in the penitentiary. Served him right. And what became of Mr. Goodsoil, the reformer who exposed him? He died in the poor-house.

# THE FIRST GREYHOUNDS.

## THE RISE AND PROGRESS OF MODERN SHIPBUILDING.

The Work of Eighty Years—Rapid Transit the Rage—A Vessel Now Building of Larger Dimensions Than the Famous Great Eastern.

As the ocean traveller of to-day is transported across the silent highway at a speed only surpassed on land by railway trains, and in a vessel so luxuriously appointed as to give all, or most, of the comforts of a first-class hotel, says the London Daily Telegraph, he finds it difficult to realize that less than eighty years have elapsed since the first ocean-going steamer, the Savannah, crossed from New York to Liverpool, taking twenty-six days over the voyage. Wonderful progress has been made since then. New York is now within six days of London, India within fifteen days, the Cape less than that, and Australia a month. Railway trains and the overland route have done much, and the inventive capacity and enterprise of our shipbuilders and engineers have done the rest. The Savannah was only 350 tons burden, and she performed part of her long journey under sail. It was not until the 'thirties that anything like regular services of steamers between England and America were established, and 1840 was half over before the pioneer line, the Cunard, despatched its earliest vessel to Boston. Four wooden paddle-steamers were built on the Clyde, and were named Britannia, Acadia, Columbia, and Caledonia, and on July 4, 1840, the first-mentioned boat sailed from the Mersey, reaching Boston in fourteen days eight hours. She was a wonderfully large ship for those days. She was 207 st. long, 1,154 tons, and 740 horse-power, was fitted for 115 cabin passengers, and consumed thirty-eight tons of coal per day.

## A COMPARISON.

Compare this with the latest vessel belonging to the same company. The sister ships Campania and Luciana are each 620 ft. long, of nearly 13,000 tons, 30,000 horse-power, and have each crossed the Atlantic in less than six days. They carry about 400 saloon passengers, besides many hundreds in the intermediate cabin and steerage, and need about 500 tons of coal a day each to propel them. Between the Campania, built in 1890, and the Britannia there was half a century of time, and the extraordinary efficiency of the former was only reached after a series of progressive efforts in shipbuilding. Not until 1862 did the Cunard Company possess their first screw steamer. Their last paddle vessel was the Scotia, of 3,871 tons and 4,900 horse-power. Except for the adoption of the crew the China, 1862, Java, 1865, and Russia, 1867; were by no means advances upon the Scotia, for they were all of less than 3,000 tons, and only one, the Russia, equalled the Scotia in speed. But in 1874 came the Bothnia and Scythia, of 4,500 tons, in 1879, the Gallia, of 4,800 tons, and then, in 1881, was built the famous Servia, of 1,392 tons, 9,900 horse-power, and 16.34 knots speed. She was 515 ft. long, and was the biggest ship since the Great Eastern. On one of her voyages she reduced the record to seven days eight hours. The Servia did not long retain the palm for size, for a few months after she began to run the City of Rome, belonging to another firm, left the Clyde. This famous boat, one of the most graceful mail steamers ever built, and the earliest to be fitted with three funnels, was 500 ft. long, and of 8,453 tons. The rivalry in speed went on, and the Guion liner Alaska, in 1882, brought the Atlantic passage down to six days twenty-two hours, the first time it had ever been done in less than a week. This celebrated steamer and her sister, the Arizona, were the vessels to which the term "greyhounds of the Atlantic" was applied first. The Cunarders, Umbria, and Etruria, of 8,100 tons and 19.1-2 knots speed, did some splendid performances, and in July, 1892, the former steamed from Queenstown to New York in five days twenty-two hours seven minutes, the first really authentic record under six days.

## OTHER GREAT VESSELS.

Take, again, that other great company, the Peninsula, and the Oriental. It was formed in 1837, and its first vessel was the William Fawcett, a tiny craft which nowadays could hardly be accounted fit to perform the passage between London and Margate. In 1853 they built the Himalaya, a ship of over 3000 tons, but, coming to the conclusion that so large a ship could never be profitable as a commercial investment, they sold her to the Government. For many years—indeed, until recently—the Himalaya was used as an Indian troopship. At the present moment the P. and O. Company possess several steamers more than double, and some nearly three times the size of the Himalaya. The modern Himalaya, a vessel of nearly 7000 tons and 11,000 horse-power, has run from Gravesend to Adelaide, in a little over twenty-four days.

While all this increase in size and speed has been going on, the improvement in the accommodation for passengers of all classes has also kept pace with the demands of the age. Magnificent saloons, comfortable staterooms, huge promenade decks, all combine to render the lot of the cabin-passenger

an enviable one, while the ease of the steamer voyager has been studied in many ways, and better food, ampler space, cleaner quarters are allotted to him than was the case even twenty years ago. Refrigerating machinery enables fresh meat, butter, vegetables, milk, and fruit to be served all through the longest voyage, distilling apparatus gives a practically unlimited supply of pure water, hydraulic cranes obviate the noise caused by the old-fashioned hoisting gear, and electric light in every nook and cranny is not only a most important factor in the welfare of all on board, but also aids, to a large extent, in mitigating, even if it does not altogether do away with, that most terrible danger on board ship—fire.

## CARGO-CARRYING STEAMERS.

The great rise in the dimension of passenger vessels has been accompanied by a corresponding increase in the size of cargo-carrying steamers. Ten or fifteen years ago 4000 tons was big for a "tramp," and few ships even reach that burden. It may be said that, broadly speaking, few freight steamers are constructed nowadays of less than 4000 tons, while in most instances they largely exceed that size. For instance, Messrs. Harland and Wolff, of Belfast, recently built a gigantic cargo carrier called the Pennsylvania. There is 12,361 tons gross register, 23,400 tons displacement, and can convey besides a considerable number of passengers, about 14,000 tons of freight. Another huge "tramp" is the White Star steamer Cymric, of somewhat similar dimensions to the Pennsylvania. Some very big sailing ships have also been launched of late years. The France, of 3900 tons, constructed on the Clyde, and the Duquesne, of 3900 tons, built at Rouen, both for French owners are splendid vessels. But they have been eclipsed by the Polish, a German ship with five masts, of 4027 tons register, and capable of carrying 6150 tons of cargo, which is the largest sailing ship ever built, though she was run very close by the Maria Rickmers, of 3822 tons register and 5600 tons capacity. The latter vessel was remarkable in that she was equipped with engines that would propel her at four or five knots per hour in the event of a calm. She no longer exists, however, as, soon after she was built, she sailed one day on a voyage and has never been heard of since.

It may be asked, What is the cost of these vessels? Naturally, this differs in accordance with the class of vessels, but in all cases recent years have witnessed a reduction in price. Fifteen years ago the outlay upon an ordinary cargo "tramp" was about £15 per ton. To-day it is about £9 or £10. The fast Atlantic liners, as they may be imagined, cost a great deal more, and probably the price would be nearer £40 per ton; products of the yards of Great Britain, while the medium class of boat steaming at fourteen or fifteen knots, and carrying a certain number of passengers—such a vessel would be priced at about £15 per ton.

## BIGGEST VESSEL AFLOAT.

To-day the biggest vessel afloat of any kind is the North German Lloyd's Kaiser Wilhelm der Grosse. This magnificent specimen of the shipbuilder's craft is 649 ft., long over all, 66 ft. beam and 40 ft. deep, her registered tonnage being nearly 14,000. She was built in Germany, and no little food for reflection is afforded, by the fact that a nation which not many years ago was obliged to come to this country for its ships should now be able to construct vessels which equal and, indeed, in this case, surpass, the best. One says now, because the Kaiser Wilhelm now holds the record for the Atlantic passage from Southampton to New York. The Kaiser Wilhelm, has four funnels, and her promenade deck is over 400 ft. long. So big is her saloon that 350 passengers can dine there at the same time.

The Kaiser Wilhelm, however, is not destined to retain her supremacy for long. She will soon be eclipsed by the new White Star liner Oceanic, which is being built at the Belfast works of Messrs. Harland and Wolff. This specimen of naval architecture surpasses in size and splendor of equipment everything that has yet been turned out in that direction, not excepting the Great Eastern. The latter was 680 ft. long, but the Oceanic is over 700 ft., and is expected to cross the Atlantic in less than five days. So gigantic will engines and boilers be that they will require about 700 tons of coal per day to keep them going at the required rate of speed. But how long will she maintain her pride of place? That remains to be seen.

## DRAPED, NOT PRESSED.

Seldom it is that a French woman is visible before 1 o'clock, and then, if she leaves her room, it is to be huddled in pretty soft crepe or thin white goods that give her the look of a fairy, too light and airy for earth. Bernhardt and Amelia Rives the two women who have stood in their respective countries for the esthetic in dress, adopted the style of draping the figure in a loose, light material which was very becoming. Instead of cutting out a morning robe from the regulation pattern and sewing it in seams, they took the goods and gathered it around the neck and provided armholes for it. They draped them long and loose and caught them here and there with fancy ornaments. Bernhardt's dresses were generally in blue, while Amelia Rives Choose the more picturesque white.

Miss Rachel Cohen, who recently passed the fellowship examination of the Dublin College of Surgeons, is the youngest F. R. C. S. I., being only 25 years old. Miss Cohen holds a three-year travelling scholarship, which she obtained in India, where she took her M. B. degree. She is the third woman who has been admitted to a fellowship of the Dublin College.

# SOME PRINCELY INCOMES.

## Big Salaries Paid to the British Royal Family.

When the Duke of Edinburgh attained his majority in 1866 he was allowed £15,000 a year, increased to £25,000 on his marriage in 1871, when £5,583 was granted to defray the expenses of his marriage. A further sum of £3,500 was voted when he visited Australia. The Indian government bore the expenses of his Indian visit. These amounted to £10,000. His wife, daughter of the late Emperor of Russia, brought as her marriage portion £300,000 and an annuity of £11,250, which reverts to the children on her death.

The Duke of Edinburgh, before he succeeded to the duchy of Saxe-Coburg, worth £30,000 a year, besides, it is said, over £100,000 in ready money, enjoyed an allowance of £1,800 a year, from his uncle, the late duke. The acceptance of these fresh responsibilities has compelled the duke to relinquish a portion of his pension of £25,000 a year and the £3,100 lls, which was the sum he drew last as admiral in command of Davenport, with allowances. The Duke of Edinburgh's income is about £120,000 a year. The Duke of Connaught, in addition to his pension of £25,000, drew last year as general of the southern district, with allowances, pay amounting to £2,822 2s 3d. The duchess brought him on her marriage £15,000, the duke on his part settling on his wife an annuity of £1,500 a year. The department of woods and forests built him at the time of his marriage, Bagshot mansion at a very great cost. The duke and duchess have a suite of rooms at Buckingham palace.

Princess Christian, who on her marriage was presented with a dowry of £30,000, besides the pension of £5,000 lives in rural retirement at Cumberlands lodge, Windsor Park, of which domain her husband is ranger with a salary of £500 a year, besides the grazing profits pertaining to the office. Prince Christian's salary as ranger of the great park and forest is not known. Princess Louise, who married the Marquis of Lorne, and Princess Beatrice, who espoused Prince Henry of Battenberg, had each £30,000 as dowries and pensions of £5,000. The former lives at Kensington palace, the latter with the queen. The Duke of Cambridge, the queen's cousin, has a pension of £12,000 a year; his salary as ranger of St. James' green, Hyde Park and Richmond parks is only £10 a year, but the annual value of the residences attached to the office is £2,000. The duke last year, as commander-in-chief and colonel of the Grenadier Guards, drew as pay £6,631 14s 2d. The duke has also an estate near Wimbledon of 1,355 acres, with a rental of £2,088 a year. For his town residence, Gloucester House, Piccadilly—formerly the residence of the queen's uncle, the Duke of Gloucester, and worth £3,000 a year—he pays no rent. The Duke of Cambridge's income before retirement was about £30,000 a year.

## THE PYRAMID BUILDERS.

The laborers who built the pyramids did not work under such disadvantages as have long since been attributed to them. Recent research shows that they had solid and tumular drills and lathe tools. The drills were set with jewels and cut into the rocks with keenness and accuracy.

## ATMOSPHERE ELECTRICITY.

In certain conditions of the atmosphere electricity is so abundant on the top of the volcano Mauna Loa, in Hawaii that the English geologist, Guppy, found that he could trace electric letters with his fingers on his blanket.

## HER TERRIBLE MISTAKE.

Coole—My wife made a terrible mistake the other day while out shopping. She walked into a saloon thinking it was a store.

Coole—Was there anything wrong about that?

Coole—Was there? Why, man, I was in the saloon.

## GONE UP.

Do you believe poetry is dead in this country? Yes; practically so. The soap manufacturers don't use it for advertising purposes any more.

## HOW HE TOLD THE TIME.

Husband, in the early morning—It must be time to get up.

Wife—Why?

Husband—Baby's fallen asleep.

## A GREAT IMPROVEMENT.

Philanthropist, with tears of joy—Oh! you good man! You say you have been a second-story thief all your life, but you wish to do better? Criminal, fervently—Yes, lady; if I ever get out of here alive I'll be a first-class bank sneak or nothing.

## WAY TO STUDY WOMEN.

The only way for a man to learn all about women is to get married. And study the ways of his wife, and now, listen to what she tells him about the other women.

## AN OBEDIENT BOY.

Mrs. Ferry—Did you behave yourself at Mrs. Wallace's and not ask the second time for pie? Bobby—Yes'm. I didn't have to ask only once. I got the first piece without asking.

# LECTURE ON SULK.

"Sulkiness among women has more men to perdition than all lying, cheating, and stealing ever been recorded," said a wiser world to two young wives. "To be sulky means to be doing things that are thoroughly disagreeable. It means that you are a silent, sullen, sour, obstinate person all rolled in one." "But you've just said that sulky disposition, and that counts for my having so many matings with Dick," protested one of the young matrons. "And I know all of those things," "And you hinted that I had a bad fit of sulks," remarked the newly married girl in another tone.

"True enough," answered the other of the world with a knowing nod, "did say and hint those things meant them. We've been here in this hotel for six weeks and I do not make my charge out good reasons. How I've your husbands and do pity that shall continue to pity them until you yourself of the sulking husband." "But everybody says that I am the most devoted couple I've ever interrupted one of the matrons. "No, they say that Ned insisted the other.

"Of course, you are both couples," went on the elderly lady, "but all the same, women sulk, and so do nine-tenths of the women in this hotel, and I'm over, for that matter. If I'm engaged to a young woman, discovered that she had a sulky position, I should first try to get rid of the tendency, and if I do that I'd break the engagement aren't justified in breaking a marriage (neither are women, mind you) they'd be in that case. Sulky cause mere friction in home life, any other kind of disagreeable sulkiness grows on one. It's insidious trait, or, as I believe, it takes possession of the before one is aware of its presence and only be cured by the exercise of strong will power and reason."

"What makes you think that asked Dick's wife. "Why, I've seen you have fits of sulks since I've been here, never sulk with anyone but you, and how you can sulk with me is beyond me. But that is a pity of one afflicted with sulking patient often makes the one sulk, the victim of her attacks. It is because the sulks render her cruel, and she enjoys seeking suffer."

"Soon after you married Dick made up your mind not to be a family. He had always been a devoted son, and had almost a husband's and father's place in the house. Instead of your encouraging him to keep on in the way you conceived an intense dislike for his family, and time he goes to see them, do nothing for them, even mention you have a fit of sulks. You speak a clam; you frown; you speak, smile, or in anyway show interest in what your husband does for hours. I've watched over and over. He is always so patient, but I warn you of these sulky fits of yours, and out, "frazzles" him completely, you keep them up they will ruin from you. How would they have acted towards your family as toward his? Put the shoe on the other foot and see if it doesn't pin you, set his face in a stony stare, showed about as much sympathy interest as a Chinese god who mentioned your family?"

"Now, Dorothy, here," turning to the other young matron, "sulks is a different way, and makes Ned able no less than six times a day men should remember that we indulge them as well as women, and we depend on woman's love for our whimsicalities, and she should withhold it. Every time Ned comes down from business a bit more than him and telling him a lot of things in your own bright way, to make him forget, you with him and won't have anything as much as you think he should do; if he makes some remark you want to go sailing and he looks a bit squally, off you go. A squall, you know, is soon over, but these heavy black clouds hang about for hours and keep us from doing anything that one who lets her temper loose is the one who lets her temper loose is the one who betties here, she threatens to let it go every minute." "You say that sulks is a great voice," asked Ned's wife in a surprised tone.

"It most assuredly does," answered the woman of the world. "Run your acquaintances of middle age, and elderly women and think how many I thought you'd find it so. I'm a great sulker myself, but