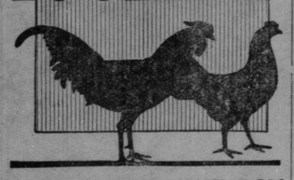
POULTRY



POULTRY FOR THE BOY

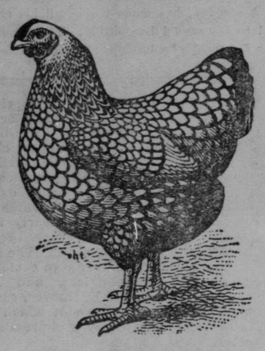
Desirable to Manage Them Separate From Other Fowls.

Plan Given for the Construction of Suitable House to Accommodate Ten Hens and Male—Coop May Be Enlarged.

(By KATHERINE ATHERTON GRIMES.)

The boy who has fowls of his own will want to manage them so as to keep them separate from the other poultry on the farm. The following plan, which is arranged to accommodate ten or twelve hens and a male, has been found very satisfactory. It may be enlarged for a greater number, always remembering that each additional fowl means from five to eight square feet more of floor space.

The coop in question is five feet wide and twelve feet long, giving a floor space of sixty square feet—five or six square feet per hen. It is six feet high at the front, and four feet at the back, and is built from cheap lumber, and covered with tarred roofing. On most farms there are odds and ends of boards enough to put



A Splendid Specimen.

up such a coop, except for the roofing. As no glass is used, the only additional expense will be for nails, hinges, a few yards of cheap cotton domestic, and a little poultry netting.

The door into the coop is put at one end of the front wall. It is not closed with a solid door, but with a frame covered with wire netting, having a curtain of muslin on the inside for use in cold weather. The upper half of the remaining part of the front is also left open and covered with netting, with an inside muslin curtain. In warm weather these curtains are kept rolled up, but in cold weather they are let down over the openings. They should be large enough to cover them well, and have weights at the bottom to hold them in place. If a hen is run in, and a rather heavy slat thrust through the casing thus formed, they will stay in place very well.

The only other openings in the coop are four little square doorways, eight by ten inches in size. If the hens are very large, these may be made somewhat larger each way. One of these little doors should be in each end, and one in each lower corner of the back wall. They are closed with a sliding panel, set in a little frame, which can be raised or lowered by a wire or stout cord. Only one is, of course, to be used at a time.

In the center of the back wall, two feet above the floor, fasten a frame two feet wide and three feet long, carrying two roosting poles. This frame should be hinged to the wall so it can be raised out of the way when desired. Under it, a foot from the floor, make a little platform of boards to catch the droppings. Do not fasten this anywhere, as you will want to take it up to clean it. On the front corners of the roosting frame put legs a foot long, which should rest on this dropping board when the roost is lowered in place. Have both roosting poles the same height, not set so the frame will slant.

On the ceiling, directly above the roost, nail strips of inch boards so as to make a frame the same size, or a trifle larger, than the roost itself. To this tack strips of burlap sacking long enough to reach the floor, and wide enough to completely surround the coop when they are dropped in place. At the lower edges put slats to keep them in place, as on the other curtains. On cold nights this makes a snug, and yet not stuffy, sleeping place for the biddies. In the warmer parts of the country this inside curtain will not be needed, but in the colder states it will give ample protection through the winter. It should be rolled up during the day.

The nest boxes—two are plenty—should be placed in the darkest part of the coop. This will be against the front wall, in the corner farthest from the outer door. A box three feet long and a foot deep, with partition in the middle, and doors cut in the ends, makes a good nest when turned bottom side up over a nice deep bed of clean straw.

The United States Government has become the sole owner of the Chesapeake and Albemarle Canal, part of the inland waterway between Norfolk, Va., and Beaufort Inlet, N. C. The sum paid for the canal was $500,000. Its purchase by the government is probably the beginning of a project to open an inland waterway behind the Atlantic coast from far north to Florida. It is a great scheme and its accomplishment can only be realized after many years and the expenditure of large sums of money; but will in the end be of greater value than the Panama Canal to this country.

LETTER FROM MR. JEROME W. WOOLERY, OF DAYTON, OHIO.

Mr. Jerome W. Woolery, of Dayton, Ohio, a native of this county and son of the late Mr. and Mrs. Christopher J. Woolery, of Woolery's district, writes the Sentinel under date of April 28th, as follows:

"Dayton has very recently passed through one of the most severe floods on record, the marks of which will be seen for many years to come. It is a little over a month now since the great flood came, and the cleaning up of the streets and alleys looks as if it will take two months longer to finish cleaning the city of mud and rubbish. There have been hundreds of teams and over nine thousand men at work every day since the water went down, not excepting Sundays, as the board of health is apprehensive that some sort of contagious disease may break out among the people.

"It is an awful sight to go through the city and view the havoc done by the water and fires. There were about thirty buildings destroyed by fire. The fire burned them down to the water and then went out. There was no means of extinguishing it until the destruction was wrought. Of course there was some goods in lower stories which was not destroyed and was not damaged to a great extent by water, such as shoes, which were mostly on the lower floors and are now being sold at about half price. The same can be said about clothing and dry goods. The loss, however, has been immense, some persons figuring it away up in the millions. There were thirteen hundred and forty-three horses drowned, three thousand seven hundred pianos lost, and about all of the furniture on the lower floors destroyed. All the furniture in small houses which were washed away was damaged to such an extent, by lying so long in the mud and water, that it was worthless, as it fell to pieces when handled.

"The flooded district measures four miles north and south and three and a half miles east and west. Something like 400 dwelling houses were either washed away or moved off of their foundation, besides thousands of barns and other outbuildings. One cannot miss seeing large houses and barns standing on the middle of the streets all over the submerged district. Many of the small houses went to pieces when they struck the concrete bridges or the large railroad bridge. This is an iron bridge constructed in pannels, each pannel weighing about 95 tons. Twenty-eight iron coal cars loaded with coal were run upon it to hold it down against the pressure of the water, but four of the pannels gave way and 22 of the cars went down with them. Some of the cars were rolled 500 feet down the river. Even if the levees had not broken the flood would have come just the same, as the water was five feet higher along the Stillwater and Mad rivers, four feet along the Little Miami and a little less Wolge Creek. So you can see the levees afforded no protection to the city against such a volume of water.

"The loss of life was not as great as was at first supposed. Thus far 94 bodies have been found with a little less than 200 others unaccounted for, some of whom will never be found.

"If it had not been for the grand good-hearted John H. Patterson, of the National Cash Register Company many more would have perished. He had men turning out a flat boat every five minutes, boats constructed of his choicest lumber, which were ready for rescue work Wednesday morning. This rescue work continued all night and nearly all the next day. You can see some of those flat boats in nearly every alley in the city. If there is a grand man on earth today it is Jno. H. Patterson. Dayton does now and always will honor this good man. The flood has already cost him over a million dollars. There is much to do yet and he has the money and the ability to see that things are done right and quickly.

"We live out of the submerged district, but our oldest son lived on Mount street where the water was thought to have been the deepest on this side of the river. All his family except himself was taken out of a second story window on Tuesday and on Thursday at noon he was rescued. But three of his six horses were drowned, and he lost some of his rigs and feed. He was in the livery business.

"Nearly all the churches and school houses were full of flood sufferers. We took care of 17 for awhile. We had a family of Marylanders by the name of Johnson, man, wife and daughter. He was in the grocery business. They lost about all of their furniture and clothing and nearly all the groceries, which were swept out of the windows after the large glass was broken. They saved some canned goods. They were compelled to stay in the attic three days and nights without food or water. Then a boat took the two women off the roof of the house.

"The saddest part of the flood was to have women and children calling for some one to come and take them to safety. I saw one man drown on Tuesday and two women on Wednesday about noon."

The remainder of Mr. Woolery's letter will be found in the account of the drowning of his brother in another column.

Religious Notices

METHODIST EPISCOPAL CHURCH

Sunday school 9.15 A. M. Communion service 10.30 A. M. Epworth League 6.45 P. M. Evening worship 7.30 o'clock. The third of the series of sermons on The Pilgrim's Progress. Illustrated with stereoptican views.

GRACE LUTHERAN CHURCH

Sunday school 9.15 A. M. Preaching 10.30 A. M. Sermon, "Pergamum, the Tolerant Church." Christian endeavor 6.30 P. M. A Temperance Sermon will be preached at the evening service.

SALEM LUTHERAN CHARGE

St. John's Sunday school 9 A. M. Holy Communion 10 A. M., with preparatory and confirmation services preceeding.

St. Benjamin's no services May 4th. Holy Communion and preparatory services May 11th.

Rev. W. F. Hersh, pastor.

CARROLL REFORMED CHARGE

St. Matthews (Pleasant Valley) divine service 10 A. M.

St. Benjamin's, Sunday school 1 P. M. Divine service 2 P. M.

Rev. J. W. Reinecke, pastor

Children Cry
FOR FLETCHER'S
CASTORIA

Additional Locals

Rev. J. W. Reinecke visited friends in Thurmont Tuesday of this week.

A marriage license was issued in Baltimore Thursday to Charles E. Gilbert, 33, Union Bridge, Md., Dorothy Hamburg, 32 (widow).

A marriage license was issued in Ellicott City Thursday, to Norman G. Harrison, 21, and Nora Harrison 18, both of Mount Airy, Md.

Miss Viola Barnes, daughter of Mr. Levi Barnes, near Mechanicsville, this county, is critically ill with peritonitis. Dr. Charles R. Foutz, of this city, is the attending physician.

Miss Ethel Shipley, of Baltimore, is visiting her mother, Mrs. Ella Shipley, of Mechanicsville, this county. Miss Shipley is suffering terribly with a felon on one of her fingers.

A handsome, large brown dog with four white feet and a little whit spot on its neck, appeared this morning at the residence of Mr. D. L. Farrar, E. Green street, this city. Mrs. Farrar will be kind enough to take care of the dog until the owner calls for it.

The Christian Endeavor Society, of Providence M. P. Church, will hold an ice cream and strawberry festival during the evening of May 17th, in the Gamber Hall. All are cordially invited to attend.

Wednesday two freight cars on the Western Maryland Railroad, on the switch at the coal chutes, near this city, ran down the siding and collided with a freight engine which was on the main track. The pilot of the engine was damaged.

Master Herman Shauck, little son of Mr. and Mrs. William N. Shauck, of Mechanicsville, was taken to St. Agnes Hospital, Baltimore, yesterday afternoon by Dr. R. F. Wells, suffering with appendicitis. The little fellow is about nine years old. His father and mother accompanied him.

Dr. A. T. Knoderer, a dental surgeon in the United States Army, with the rank of lieutenant, who was stationed at Fort Oglethrope, Fla., has been transferred to Manila, Philippine Islands. He is a son-in-law of Mr. Edward C. Lynch, formerly of this city, and spent the past two weeks with Mr. Lynch and his family in Philadelphia, before sailing for Manila.

After being a Blizzard for little more than two years Mrs. Sophia Blizzard wants to be a Nightingale again. She applied in the Circuit Court of Baltimore Thursday, for an absolute divorce from Horace Martin Blizzard on statutory grounds and authority to resume her maiden name, Miss Sophia Nightingale. She was married April 16, 1911, in Westminster, Md., and ceased living with her husband last December. Her husband, she says, is now living in Iowa.

An early morning service was held in St. John's Catholic Church, this city, yesterday in observance of Ascension Day. Otherwise the day was not kept by the people generally as the anniversary of Our Lord's ascension so beautifully described by St. Luke in the first chapter of the Acts of the Apostles. In some localities in the country it was kept by numbers of persons as a holiday, but not with religious observance. Formerly for some reason which cannot be explained, it was devoted by many persons to fishing with rod and line. Now that sport is forbidden by law, at this period of the year.

The following persons have had the Chesapeake and Potomac Telephone installed in their residences: Messrs. J. C. Harman, Frizellburg, Westminster 830-14; Walter W. Myers, near Frizellburg, Westminster 823-5; Levi H. Myers, near Pleasant Valley, Westminster 830-13; Jacob N. Fitze, near Pleasant Valley, Westminster 830-6; Robert W. Wantz, near Pleasant Valley, Westminster 830-11; Robert E. L. Hutchings, near Pleasant Valley, Westminster 830-2; John G. Myers, near Pleasant Valley, Westminster 830-4; Upton E. Myers, near Pleasant Valley, Westminster 830-3; J. T. Myers, near Pleasant Valley, Westminster 830-5; John H. Brown, near Pleasant Valley, Westminster 830-12 and Charles E. Eckenrode, Westminster, Westminster 15w.

Some trains have been delayed on the Western Maryland Railroad during the last day or two by accidents which fortunately involved no loss of life and not very serious damage. The first of these accidents occurred on Wednesday, near Glyndon, and was caused by the breaking of an axle. The extent of the damage has not been reported but could not have been very great. A car off the tracks, or some mishap of that nature, occurred at the coal chute near this city. Wednesday morning a car was derailed between Thurmont and Lantz where a train crew was unloading some concrete material. As it would have caused delay in replacing it, it was rolled down the bank. Two freight trains side swiped at New Windsor, and the "Flyer" as it is called, was partially derailed Thursday morning at Graceham. The principal damage was to crossties.

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FOREST FIRE RAGING ON MOUNTAOIN NEAR PEN-MAR

Hagerstown, Md., April 27.—A destructive forest fire is burning on Jack's mountain, west of Pen-Mar. The fire started two days ago and extends for five miles across the mountain.

The fire is burning rapidly toward the Pennsylvania State lands and is destroying much valuable timber. Hundreds of men have been fighting the fire day and night with but little effect. Residents are praying for rain to check the flames.

BARBRA FRITCHIE REBURIED

Remains Removed From Reformed Graveyard To Mt. Olivet Cemetery

Frederick, Md., April 29.—After having been buried in the old Reformed Graveyard since her death in 1862 the remains of Barbara Fritchie Whittier's heroine, have been removed to a vault in Mount Olivet Cemetery, where they will be reinterred as soon as a new lot is decided upon. The body of her husband, John Casper Fritchie, who died previous to his wife, was removed at the same time. Both formerly laid side by side in the old graveyard marked only by small headstones.

The transfer was made under the direction of the Barbara Fritche Memorial Association, which is collecting funds to erect a memorial to her memory. In recent years the old graveyard has been neglected.

Several months ago the association got the consent of the nearest relatives, Mrs. John H. Abbott and Miss Emily Hanshew, grandnieces, and Daniel Hanshew, a grandnephew, for the transfer, and it was made without cremony. The bones of Barbara Fritchie were found well preserved, but practically all trace of the outer boxes were destroyed.

The Memorial Association will erect a suitable marker over her grave some time next fall. It is the intention of the association to make its unveiling a memorable occasion.

SHAKING UP THE BALTIMORE RING

Mr. Robert J. Padgett, head of the F. E. Schneider Paving Company, Baltimore, is the center of a storm of public indignation, aroused by the discovery that some of the paving work his company has been doing is far below the standard required by its contract with the city. Padgett is a prominent member of the Ring which controls the government of Baltimore, under the administration of Mayor Preston, and his company, it is alleged, has been awarded contracts, for which it was not the lowest bidder, and yet has not done the work in some cases according to specifications.

Baltimore is spending several millions of dollars in paving and it is of primary importance that the work be done in the best possible manner. But evidently ring favoritism is not conducive to that end. The Baltimore Sun of the morning gives the following epitome of yesterday's developments in the scandal:

At a special meeting and by unanimous vote, the Board of Awards adopted the recommendation of the Paving Commission that the F. E. Schneider Paving Co. controlled by Robert J. Padgett, be given no more city contracts.

Four contracts awarded to Padgett's company a week ago, aggregating $60,000, were taken from him, and will be readvertised.

It is probable that the Paving Commission will investigate its departments of engineering and inspection, in view of a report by Expert A. W. Dow that the pavement on Linden avenue, between North avenue and Dolphin street, was "carelessly laid under lax inspection."

It was reported at the City Hall that a shake-up in the engineering forces in charge of street paving might include the resignation of City Engineer McCay, at the request of Mayor Preston, who is said to be on the verge of a serious break with that official.

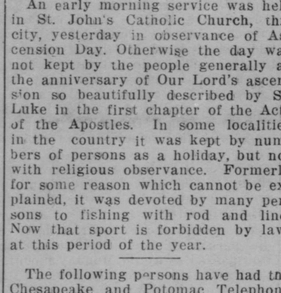
Expert Dow found several evidences of poor work during a test of streets in the Annex, laid for the Commissioners for Opening Streets. He declared tahat bituminous concrete was a cheap makeshift for sheet asphalt or bitulithic."

As counsel for the Elder company, Albert S. J. Owens announced that he would institute suit tomorrow or Monday to enjoin the Board of Awards from giving another contract or a vitrified brick jof for which his client was the lowest bidder.

Another explosion at the City Hall, as a result of the political contractor system, is rumored, and there is a feeling of intense insecurity throughout the departments.

Members of the Board of Awards expressed the hope that the paving probe was at an end so far as that board was concerned, but it is believed that more developments are ahead.

A new non-sectarian Eye, Ear and Throat Hospital has been started in Washington, D. C., in the old Logan home on Iowa circle, which has been leased for a period of two and a half years, with the privilege of renewal. The incorporators and the board of governors are prominent citizens of Washington. Many Washington ladies are interested in the enterprise and Mrs. Champ Clark is honorary president of the lady managers. It is stated that the institution relies principally upon charity for its support, that its establishment was conceived by several Washington physicians who are cognizant of the fact that there are many people in Washington needing treatment such as it will give and are unable to pay for it, yet refuse to go to a sectarian institution.



TO THE PUBLIC

As the holidays are over and we all remembered those who are most dear to us by bestowing upon them gifts and good wishes to show our appreciation, why not turn our attention to those who are gone and with whom we spent the Holidays in former years by bestowing upon them a fitting memorial to mark their last resting place. I carry a full line of **Marble and Granite Monuments and Headstones** to suit one and all memorials of every description and you will find my work first-class in every detail.

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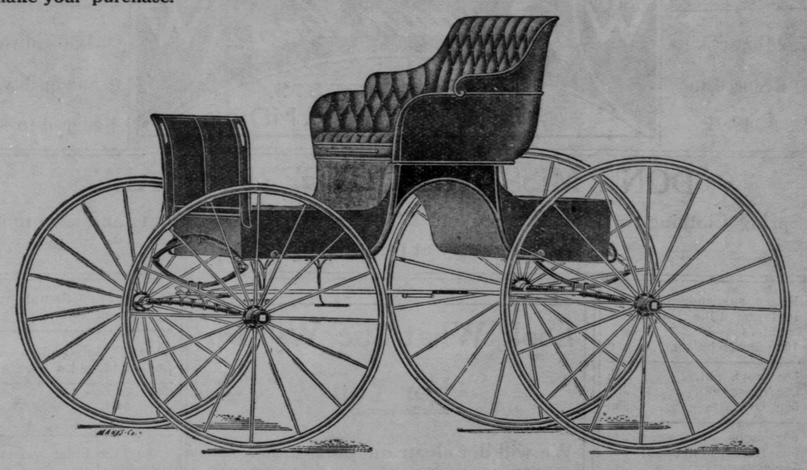
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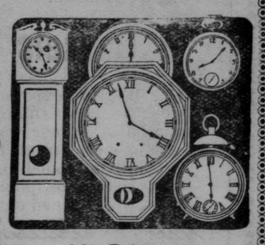
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