NEWS FLASHES

Nation Wide Happenings Briefly Told

Four youthfufl treasure seekers, aged 3, 6, 9, and 11 years of age, were lost in a row boat on Lake Erie for 27 hours. They set sail from Lakeside, Mich., and were finally rescued by a passenger steamer.

Two men were instantly killed when they fell through an open door of a New York subway train last week. A third was seriously injured.

Crooks threw open a railroad switch near Providence, R. I., and derailed a passenger train. There were no casualties.

A sailor at the Philadelphia Navy Yard chased a baseball along a pier, during the course of a game of "catch." Just as he reached the end of the pier he stumbled and fell into the water and was drowned.

Approximately $100,000,000 worth of milk was produced on Indiana farms in 1919.

Twelve hundred rubber workers are leaving Akron, Ohio, factories to work on the farms. It is said that farm hands there are receiving fro $4 to $7 a day with board and lodging.

Sale of 4th of July "sparklers" in Philadelphia has been forbidden by police authorities. The "harmless" sparkler has caused the death of 37 children in the past 13 years.

Theodore Togweiler, 11, of Philadelphia, was shot and killed by his 13-year-old brother, Edward, last week, when a gun with which they were playing soldier went on.

A feud broke out between the Fee and Berry families of Esserville, Va., last week. Two were killed and four wounded in a street battle.

The Long, Long Trail to Your Table

"A line from a popular song—"There's a long, long trail a-winding"—apples to at least one of the many and devious paths which old man H. C. L. treads in his effort to make living complex and expensive for the average person.

The particular byway referred to is that which wholesale shipments of food follow in their costly travel from the railway car to the retailer. A carload of fruit or vegetables can be sped half way across the continent in a day or two, but on arriving in the city where the food is to be retailed, the shipment starts on a winding trail which too often adds little but unnecessary costs and delay.

Eliminating Expensive Carting

This expensive shunting and hauling of foodstuffs from point to point in the cities and the spoilage which the unnecessary handling causes are the big items centralized wholesale terminals eliminate. The bureau of Markets, United States Department of Agriculture, has been on this trail, literally, following shipments step by step to determine how much expense is added to the cost of the food by unnecessary handling between the shipper and the retailer. The route followed by a carload of peaches entering a middle western city over a railroad not provided with team tracks well illustrate this phase of the distribution problem.

This car had to be siwtched from the railroad on which it entered the city, through the crowded switch yard, to another track which is accessible to teams. Here it stood until the receiving wholesalers' teamsters could finish another job. After this delay two wagons were drawn up beside the car in turn, and were loaded with the peaches. Thereupon they started for the wholesale house which was two miles away.

The teamsters' route lay through the most congested part of the city, the wholesale district being close to the busy retail section. The wagons were a full hour and a quarter making the trip. Meanwhile, the sun beat down on the peaches and the city's dust and dirt filtered in through the crates so that the fruit was far from being as fresh and attractive as when taken from the car. Moreover, the journey so jostled and bruised the fruit that some of it had to be sold at a discount.

Though the wholesalers were particularly anxious to get the peaches delivered to their salesroom on the day of arrival, because of the favorable market, only about one-third of the shipment came in by closing time, and it was noon the next day before the remainder was delivered.

The long, winding trail did not end at the wholesalers. Once unloaded, the peaches were put on display for the benefit of various jobbers, some of whom purchased a few dozen crates and some larger amounts. Some of these men were situated within two or three squares of the wholesaler and their purchases were delivered on hand trucks. In the case of other jobbers another wagon transfer was necessary.

Next in this process which economists call distribution came the retailers to look over the lots, in the end buying small quantities such as they could sell in a day or two. This, of course, necessitated another handling and carting over the city's rough pavements.

Last, but not least, came the consumers, each buying only a small fraction of a crate and paying a big share of the expenses all the handling had entailed.

This instance is no exaggeration. A very large part of the foodstuffs brought to American cities goes over some such devious trail. One Washington D. C., wholesale merchant has stated that he spends $20,000 a year for cartage which could be saved if the city had a wholesale terminal where cars could be unloaded directly into premises occupied by the wholesalers. Following an investigation in New York City it was estimated by a local organization that the saving in handling costs which would result in adequate terminal facilities were established would be $2,000,000 annually by the borough of Richmond; $8,000,000 by Queens; $16,000,000 by the Bronx; $21,000,000 by Brooklyn, and an even vaster sum by Manhattan.

Marketing experts admit that there are many baffling aspects to the high cost of living problem, but contend that the remedy for the phase of our costly distribution system just described is plain. Cities which will provide modern wholesale terminals, where shipments can be delivered from the railroad cars direct to wholesalers a few feet away, will make possible the saving of immense sums of money now charged up to the consumer.

New Electric Toaster

Food experts agree that toast properly prepared is more easily digested than fresh bread, because in toast the starch is changed into dextrine (double sugar). The heat necessary to dextrinize starch is approximately 320 degrees. However, when the bread is exposed to a hotter fire and the outside is charred, leaving the inside as moist as ever, the starch is not transormefd, and the result is merely a soggy piece of bread, burnt on the outside.

And there is nothing some dislike more than a piece of soggy toasted bread, and there is nothing more delicious than a piece of crisp, tender toast of exactly the right degree, of rich golden browness, not burned up, dried up hard or tough.

The electric bread toaster is the only source that will make perfect. The uniform electric heat does this. A new electric toaster automatically times the toast. It is a simple machine, so constructed that when slices of bread are placed in the receiver a downward pressure of two small levers lowers the bread into the oven, turns on the electric current and so engages a timing arrangement that the toasting proceeds without any attention whatever from the attendant. When the toast is just right the lever is released by the timer, the current turned off, and the toast lifted out of the machine automatically.

Florida Girl's "Chicken Money"

Marie Bradfisch, who lives in St. Johns County, Fla., has found poultry raising profitable. In 1919 the net returns from her birds was $739.75.

This little Florida girl two years ago joined one of the poultry clubs supervised by the United States Department of Agriculture and the State Agricultural college. She made a good profit the first year and won the State championship. She started her second year poultry work with 105 fowls, valued at $258.

During 1919 she sold 1039 eggs and set 14 dozen. From the fowls raised she sold 49 for $89 and kept 209, valued at $525. The total income from her flock for the year was $1330.75. When her expenses for feed and the value of the original flock were deducted, her profits for the year were $739.75.

This excellent record won her the prize of $50 which had been offered by two members of the board of control of the State Institutions of Higher Learning to the girl, who did the best work in a poulry club in Florida in 1919.

Power from the Earth's Core

Sir Charles Parsons, the great English engineer, announced a few days ago that Mother Earth is able to take care of all these future demands for heat and power. All that needs to be done, comparatively speaking is to stick a pin through the earth's crust and get all the steam heat you want. By a mere pinprick Sir Charles means sinking a shaft four or five miles down and tapping Nature's own heat supply.

No Use for Cat-Tails

When you were a child did you ever make torches of the cat-tail plants by soaking them a long time in kerosene? That was fun but not especially useful. There is a new use for cat-tails which is more practical. It has recently been discovered that the roots of the common cat-tail found in swampy soil furnishes an excellent flour much like wheat or corn flour, about 5,500 pounds of which are said to be yielded from one acre.

Food chemists have found, says Life Extension Institute, that this flour contains every element of nourishment found in grain flour. It is the underground stems that supply the flour and the process of stripping them is not unlike that of peeling pototoes and quite as easy. The starcy portion is then released and can be sifted into a flour which has been made into excellent biscuits and puddings, in the opinion of brave pioneers who dared to eat them. "Brave" they were, because to try any new thing requires courage. Most people would hesitate, feeling half-afraid to try cat-tail flour biscuits.

Take Care of Your Bike

"Spring is here, Scouts!" says Scout Virgil in Boys' Life. "It is time to get your wheel out and take a trip, but the first thing to do after taking your bicycle out is to look it over carefully. Tighten all the burs and give it a thorough oiling; oil the wheels, and I have found that it does no harm to oil the brake occasionally. If you have bought a new wheel, be sure and tighten the burs after you have had it a short time and do not be discouraged if your wheel begins to look badly after a month or two, because the first few months a bicycle is in use are the hardest of its life. Do not try to paint it over yourself, but take it to a good shop where you can get it varnished up to your satisfaction.

"Always keep your wheel in a dry place and if any water or mud sticks to it, wipe it off quickly, for it will injure the paint and varnish. If you happen to break some part don't try to fix it yourself, for you may make it worse. Furthermore, take my advice, and do not let every boy in town ride your wheel, because it is always the other fellow that breaks it.

"The wheels and tires should have special attention. At least once each month tighten the burs which attach the forks to the wheels. If you take your wheel out with one of these burs loose some day you may find that this is very important, for you may be riding along when suddenly a wheel will come off; over you go and perhaps you lie where you fell for hours, until at last some kind-hearted person comes along and inorfms you that you have a broken leg, and good-bye bicycle riding for a long time to come.

"The tires also, should be given care. If you are on a rough road and get a puncture, do not ride home on the rim, but jump off and fix it. Be sure and have the tires free from water and mud before you put the machine away. Keep the brake well oiled with the burs tight; the burs in the saddle should be tight, for if your saddle is loose it wobbles all over and makes riding very uncomfortable. To keep the saddle soft and pliable rub in a little oil.

"Never have loose handle-bars, as they are liable to give you a fall.

"In the summer, of course, boys like to ride much of the time—to the old swimming hole, the farm, to camp or to picnics. Before you start oil your bicycle and be sure everything is tight. Take plenty of tools, and when you reach your destination, if the ride has been a long one, retighten and oil your bike. When your summer sport is over, put the old wheel away in a dry place, with no water or mud on it.

Sugar Beet Production

Heaven may temper the wind to the shorn lamb, but does not always add sweetening to the pulp of a sugar beet during a sugar famine.

Figures combiled by the Bureau of Crop Estimates show a slight falling off in the amount of sugar extracted from the sugar beets in 1919 when compared pound for pound, with the crops of preceding years. In the United States, and including the beet crop from 850 acres in Ontario, 5,887,557 short tons of beets produced 726,451 short tons of sugar in 1919, while 5,577,506 tons of beets from the same sources in 1918 gave us 760,950 tons of sugar.

In 1919, moreover, the average production of beets per acre was 9.27 tons, while the average in 1918 was 10.01 tons.

The 1919 crop sold for $11.74 per ton of 2,000 pounds as against $10 for the 1918 crop, and the total value of the two crops was $75,420,000 and $59,494,000, respectively.

Menancing Brown Rot Controlled by New Peach Fangicide

Millions of Peaches Will be Saved by Remedy Perffected by U. S. Department of Agriculture.

The efforts which peach growers of this country are making at this time of the year to forecast the size of the season's crop call attention to the immense value of afungicide developed by the United States Department of Agriculture with which brown rot, one of the most serious menaces to the peach industry, can be controlled. But for this simple, effective remedy the present forecasts would of necessity have to be made on an altogether different basis. The Bureau of Crop Estimates, United States Department of Agriculture, which forecasts the 1920 commercial crop at 29,240,000 bushels, (based on conditions, April 5) states that its reporters everywhere regard the fungicide as the big factor that prevents a decline of the peach industry similar to that from which apple growing has suffered in parts of the Middle West.

Up to a few years ago there was no satisfactory fungicide which could be sprayed on peaches during the growing season without seriously injuring the foliage. Everything which was tried to control the brown-rot fungus resulted in damage that made it prohibitive. Finally a simple mixture made by adding flour of sulphur to slacking lime was found by the department's investigators to have just the right qualities.

The peach crop of this country, according to the 1910 census, was valued at approximately $29,000,000. It is production and increased prices resulting from control of brown-rot and other fungus diseases, the present annual peach crop is worth between $50,000,000 and$60,000,000. Of this probably 15 to 20 per cent would be destroyed annually by brown-rot if no control measures were used. On the other hand, between $5,000,000 and $10,000 is saved to the fruit grower and at the shipping points as a result of the Department's discovery. Not only is the grower able to produce an increased quality of fruit but the sprayed fruit is much superior to the unsprayed, so that its value is enhanced and all concerned—growers, carriers, dealers, and consumers—benefit correspondingly.

It's "Milk Cow" Not "Milch Cow"

Hereafter it will be "milk cow" and not "milch cow"—at least so far as the United States Department of Agriculture is concerned.

This decision marks the termination of a controversy in which etymologists in the department have had not a little interest. Those defending "milch" have pointed to Scriptural use and certain of the classics as establishing precedents, while the opposition has contended that dairymen ranchmen and farmers in general use "milk" instead of "milch" almost universally. The advocates of "milk" also favored that word because, they contended, it was more strictly an English word, while "milch" was akin to German. Since Americanization of language as well as ideals is an article in every patriot's creed, it is thought that this last sally of he "milk" defenders helped as much as any to decide the question in their favor.

Prevent Disease Spreading

The cleaning and disinfecting of railroad stock cars is an important means of preventing the spread of infectious disease of live stock. In connection with federal control over the interstate transportation of live stock, administered by the Bureau of Animal Industry, it is required that all such cars or other vehicles which have contained animals affected with a communicable disease, such as tick fever, scabies of sheep and cattle, hog cholera, etc., be cleaned and disinfected under bureau supervision before being again used in interstate commerce.

All live stock received at public stockyards or at official slaughtering establishments are inspected at the time they are received by employes of the Bureau of Animal Industry. If any animals are found to be affected with a communicable disease the carrier which brought them to their destination is at once notified to have the car or other vehicle set aside and thoroughly cleaned. After that has been accomplished, it is disinfected under the personal supervision of a federal employe.

Various States also have regulations requiring that cars must be cleaned and disinfected before being used in the transportation of certain classes of live stock. The Bureau of Animal Industry co-operative with such States by having its employes at central markets supervise the cleaning and disinfection of cars in compliance with the requirements of the State to which any stock may be destined.

An idea of the magnitude of this work may be gathered from the fact that during the fiscal year ended June 30, 1919, bureau employes personally supervised the disinfection of 44,843 cars. In addition, a large number of motor trucks were handled in the same manner.

Locomotives that Run Backward

A rather curious type of locomotive is that used by a big Western system. This engine runs cab first, the smokestack bring up in the rear.

Experience gained in operating these engines through tunnels and snowsheds have proved the desirability of placing the engine crew where a better view of the track can be obtained. Accordingly this type was designed to run with the firebox end first, and the tender back of the smokebox. With a coal-burning locomotive such a plan would, of course, be impracticable, but no difficulty is encountered when using oil as fuel.

In this design the cab is entered through the side doorways, reached by suitable ladders. An unobstructed view of the track is obtained through the front windows. The cab fittings are conveniently arranged within easy reach of the engineman, who occupies the right hand side when looking ahead. The Ragonnet power gear is employed, and its cylinder is placed as on the previous locomotives. With this gear so placed it has been necessary to run a shaft across the boiler back-head, in order to make connection with the operating lever. This arrangement however, in no way interferes with the convenience of the cab fittings.

The main frames are securely braced under the cab, by a steel casting, to which the bumper is bolted. The latter supports a stub pilot. The protect the occupants of the cab from buffing and collision shocks. The bumper is placed well forward to deck-plate at the smoke-box end of the engine is of cast steel and is provided with a chafingblock and a suitable pocket for the tender drawbar. The tender is of a standard design, with rectangular tank and equipped for oil-burning locomotives.

The Land of Flanders

As night falls in China lanterns appear everywhere. They are hung out at the door of every dwelling; they swing as pendants to the angles of the pagoda; they form the firey crown of every shop-front; they cluster round the houses of the rich and light up the hovels of the poor; they are borne with the carriage of the traveler and they swing from the yards and masts of vessels.

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SHARP-BOMBARDMENT

An amusing result of the lax discipline that exists on some of the ships belonging to tropical countries is related by an American naval officer.

It appears that one of the Haitian gunboats was lying in the harbor of Port-au-Prince. One day a mess cook for some reason cleaned about a peck of knives and forks on the gun deck. He was suddenly called away, and so he stuck the mess pail, full of knives and forks, into the muzzle of the biggest gun and put the tampion on after it. About an hour afterward the admiral came aboard, and as the gun was loaded with a blank cartridge, the sailors used it to fire a salute.

It happened that the gun was aimed toward the town, and almost point-blank at the Grand Hotel. The guests were assembled on the porch to witness the ceremonies when they were saluted with a rain of knives and forks which stuck against the wooden walls like porcupine quills into an unwary dog. Fortunately, no one was hurt, although the "narrow escapes" were numerous.

Sixty Years in the Pulpit

Sixty years in the pulpit and 100 years of age, is the record of the Rev. Christian Reeser, pastor of the Apostolic Mennonite Church of near Eureka, Ill., believed to be the oldest clergyman in the United States and with an experience of consecutive service longer than any other. The celebration of his birthday anniversary was made a notable occasion, his children all assembling and being assisted by the members of the congregation in making the centenary an event long to be remembered.

The Rev. Resser was born in Lorand occupied in his younger days a raine, France, September 15, 1819, farm owned by General Bertram, who was one of the ablest officers under Napoleon Bonaparte. At the age of twenty he came to the United States and was educated for the ministry at Cincinnati. As the sect, known as the Mennonites, was a struggling one during the pioneer era of this country, the clergyman was forced to operate a farm as a means of livelihood. Since 1858, Doctor Resser has resided near Eureka and preached in the Mennonite Church there. He speaks German, French and English with equal fluency but has always preached in German, due to the fact that most of his followers are familiar with the Teutonic tongue.

Doctor Reeser cast his first vote for president James K. Polk in 1840, and has voted at every presidential election since.

Asked to what he ascribed his good health, excellent physical condition and long life, he replied hard work in the open, wholesome food and regular hours of sleep. For the last twenty years he has given up active work upon the farm and has restricted himself to preaching. "I just admonish them," he says. "For the last ten years, I haven't used a text." He has never posed for a photograph. He says that it is against his religious principles.

Eleven children, seventy-five grand children and seventy-nine great-grandchildren assembled at the recent centennial of the venerable divine.

In one hundred years of existence, the old man has never known illness.

Co-operative Marketing Successful

During the first 100 days of 1920, 68 co-operative carloads of hogs were shipped from 22 Arkansas counties. The 6480 hogs in the cars were owned by 700 different farmers, or an average of more than 10 shippers to each carload. Returns totaling $127,500.52 were received for these hogs at the central markets. The average cost of shipping was only 94.3 cents per hundredweight. The amount made above the highest price offered locally, where there was a local market, amounted to $260 per car, or a total saving of more than $17,500 on all shipments.

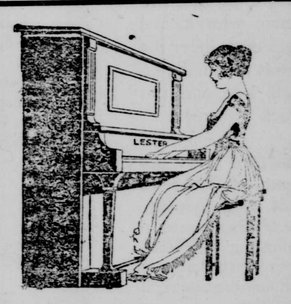
The season for shipping Arkansas cattle has not started; but in 1919 cattle shipments from that State exceeded the co-operative shipments of hogs and indications this year are that almost all the Arkansas cattle will be shipped co-operatively.

The co-operative shipping of live stock by the method advocated by the United States Department of Agriculture has been found practicable and profitable in all sections of the country where live stock is produced in connection with general or specialized systems of farming.

Surplus Material Sold

War Department sales of surplus war material up to April 9th, amounted to $760,708,222, while material valued at $50,195,929 has been transferred to other departments.

It generally is the last word in the way of an argument when two women both are determined to have it.



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