

PEACE HATH HER VICTORIES

By EDWARD B. CLARK
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THE war and navy departments would publish in book form the records of the service of officers and men in times of peace the readers thereof would be disappointed of the thought that all the hardships undergone and all the heroism displayed by men of the armed forces were of necessity connected with deeds of warfare. There are many thrilling stories and many human interest stories in the "peace records" of the army and navy.

Recently the monitor Puritan, a heavily armored craft of one of the older types, was used for purposes of experiment with a new high explosive. Willard S. Isham, an ordnance engineer, invented the explosive, and his claim was that with it a vessel could be destroyed from the outside just as well as from the inside. It has been held that high explosives lose their force unless more or less confined. It was known to be the rule that the effect of the explosion generally went upward and outward away from the object against which it was discharged. Mr. Isham believed that a charge of his ammunition against the side of a vessel would open the armor and would not expend its force in the air.

The monitor Puritan was chosen for the experiment. A charge of 200 pounds of the explosive was placed in an unconfined condition against the Puritan's armor plate near the stern. Capt. A. M. Knight, president of the



THE HOTTEST PLACE ON A BATTLESHIP

special ordnance board, with four volunteer sailors agreed to stay on board the Puritan when the explosive was detonated. More than this, Captain Knight had the task of punching small holes in the explosive with a lead pencil to permit the introduction of fuses. This was an exceedingly delicate operation and because of the fact that the explosive was a new combination it was possible that something might happen during the puncturing, lightly as it was performed. After the fuses were inserted Captain Knight connected electric wires with them and then went forward to a position on the berth deck with the four enlisted men who elected to stay on board with him.

The ordnance board officer turned a switch and the explosion took place. The report was thunderous. "It felt like an earthquake," said Captain Knight afterward. With his men the venturesome captain escaped injury, but their heroism was just as real as if they had been blown to atoms, for because of the fact that the explosive was a comparatively unknown quantity, no one could tell definitely what might happen.

Writing of the Puritan, which is a monitor, brings to mind the fact that officers and men serving on vessels of this type undergo hardships of which the people of the country know little. The monitor gradually is passing as an active service vessel and it is not likely that anybody connected with the service from admiral down to cook's mate is sorry for it. The heat in the monitors is something intense, and as the waves wash over the low decks of the vessels when any kind of a breeze is blowing the men are confined below with no air except such as is pumped down to them by way of the engine room, and this air is hot, oily and productive on many occasions of sickness, called sea sickness, but which in reality is nothing of the kind, although it has all the attendant symptoms of the real article.

The modern battleships are frightfully hot below decks, especially when they get into tropical and sub-tropical waters. A civilian who went to Panama with President Taft said that in his cabin when dressing for dinner he was obliged to stand directly in the draught of a blow pipe to prevent the profuse perspiration from so "melting" the bosom of his dress shirt that it would be unrepresentable when he appeared at the president's table. The thermometer in the staterooms stood at about 112 degrees.

Some years ago an officer who was stationed on a monitor was found dead in his berth and the surgeons pronounced his death to have been caused by apoplexy, heat apoplexy the officers of the ship called it. An old naval officer in Washington has told me that the thermometer in the cabin of the officer who died stood at 140 degrees and that the death was due solely to a heat stroke.

During the Spanish war the monitor Miantonomah was on blockading duty off the port of Havana, Cuba. The Miantonomah is an old steel monitor cased in metal and with the

deck just peeping above the water. When the sea was calm and the sky was clear the sun beat down on the metal and the men who had stood the night watches and were trying to sleep suffered more severely than do the people in the crowded back tenements in New York city on a hot July night when death walks through the streets. An officer who served on a monitor during the Spanish war told me that the average temperature for a long period of time in his cabin was 104 degrees.

Recently two young officers not long out of the naval academy were forced to resign from the service because they were constantly seasick while on service on the battleships. The young fellows stuck it out for several voyages, but when it is remembered that a seasick man as a rule is so sick that he is perfectly willing to die, it can be understood what these young fellows suffered during the weeks of the voyaging. They resigned from the navy simply because they could not be of any service. They were sick from the moment the voyage began until they were back once more in port. They were competent officers and since their resignation they have been given land berths as officers of heavy artillery in the United States army.

I asked an old naval officer recently, a man who served on the old frigate Constitution, if he knew of any cases of chronic seasickness among officers and men during the old days of the service. He said he knew of only one case, that of an officer who developed seasickness after some years of service, but that it was thought that a slight injury to his spine had affected his stomach and that it was this more than the motion of the vessel which was the cause of his ailment.

This same veteran officer said that there is considerable seasickness today in the navy, although comparatively few cases that could be called chronic, and that they were due, he believed, more to the heat of the modern steel vessels than to the motion caused by the waves. In the old days of wooden ships with sail power only, there was no heat on board except that given out by the galley and by the small stove which occasionally was to be found in the captain's cabin. The old-time ships in winter were kept in warm climates as much as possible or otherwise the men would have frozen to death.

The old wooden vessel, Jamestown, once commanded by Commodore Perry, who opened the ports of Japan to the commerce of the United States, is anchored in Hampton Roads, where it is used as a marine hospital service station. A surgeon stationed on the Jamestown once told me that in the old days, when the vessel was in commission the only way the captain could warm himself without going to the galley was to have a roundshot heated in the stove, then dropped into a bucket of sand to be carried aft to his cabin, where it gave out just enough warmth to temper for a few moments the cold of the quarters.

heat was fearful. There was not a pound of ice on the island and many of the deaths that followed one after another were due to the lack of this necessity. There were 20 cases of the fever and for days and nights continuously the devoted lieutenant commander, the surgeons and the nurses knew no rest. With their own hands they dug the graves for the dead and with their own lips repeated over them the burial service.

Captain Langdon in the far north heard of the yellow fever at Fort Jefferson. He instantly relinquished his leave of absence and hastened to return to his station. Some months before the outbreak of the fever Lieutenant Bell had put in an application to be detailed as instructor of military science at the University of Vermont. The application had been granted, and Captain Langdon, hurrying southward to join his command, carried in his pocket the order relieving Lieutenant Bell from duty at Fort Jefferson and detailing him for work in Vermont. Langdon reached his post.

He called in his first lieutenant and said: "I have here orders transferring you immediately to Vermont. You have done a noble work here. There is no reason why you should stay longer. You have been through enough of this awful thing. Go."

Bell said: "Captain, I don't want the order. If I read it I suppose I shall have to obey simply because it is an order. You keep it in your pocket until the fever is over and then I'll read it and go."

Langdon shook hands with him.

Bell went on with his work. In a few days he felt the hot hand of the scourge on his brow. He went to his tent, pulled up his little camp table and wrote an official letter to the assistant adjutant general at headquarters of the department of the gulf, Holly Springs, Miss. It was a long letter, covering many pages. There was in Bell's heart that day the fear that he might die and leave undone an act of duty to others. He cherished the thought of the loyalty of the surgeons and the enlisted men who had so nobly performed their duties to the sick and dying, facing the fever and death itself without flinching. He mentioned in this official communication each doctor and man by name, recommending them for recognition at the hands of the department. Of himself he said nothing, his whole thought was that recognition should be given to others.

Lieut. James E. Bell put down his pen, went to the hospital and in three days was dead.

MARKED BY A MIRACLE

Extraordinary excitement has been caused among the peasants in the neighborhood of Kiltimogh, County Mayo, this week, by a series of what are described as miraculous happenings at the convent there, a Dublin correspondent of the St. Louis Globe-Democrat writes.

Among the children who are being educated by the good nuns of Kiltimogh is a girl of thirteen, who has been an inmate of the convent school for the last three or four years. She is described as extremely docile and affectionate and more than usually religious. A few nights ago one of the nuns was awakened by fearful screams from the dormitory where the girl slept, and on going to her she was told that the child had had a terrible dream, in which she saw Christ on the cross and a soldier driving a lance into his side.

The nun comforted her and she went to sleep, but in the morning she complained that her arm was sore and on examination it was found to be marked with a cross in red and underneath the cross were the letters "I. H. S." A few days later a crown of thorns appeared below the cross and the letters "I. N. R. I.," and these were followed by the appearance of a chalice surmounted by a host in red. The marks have been examined by the parish priest, Rev. Father O'Hara, and by Dr. Madden of Kiltimogh, who vouch for their being there, but decline to express any opinion as to their cause. It is said that during the doctor's examination the stigmata bled freely. The nuns maintain stoutly that the child had no opportunity of inflicting the injuries, if injuries they be, on herself, and I understand arrangements are being made for a thorough investigation of the mystery by a committee of ecclesiastics and medical men.

Another case illustrating in another way the credulity which still is to be found in some parts of Ireland has just come to light by the prosecution at Granard of an Australian who had been traveling the country extracting money—not teeth—from country people who are afflicted with toothache. Thomas Kiernan said that the man told him he could cure him by extracting the nerves of his teeth and that when he consented to undergo the treatment the man took an instrument like a long needle, picked at his teeth while and then laid what looked like a little white caterpillar on his sleeve, saying this was the nerve and that he would never suffer from toothache again.

Of course, he did suffer, and when he went to a medical man for relief and told his story he learned how he had been swindled.

Punishment to Fit Crime

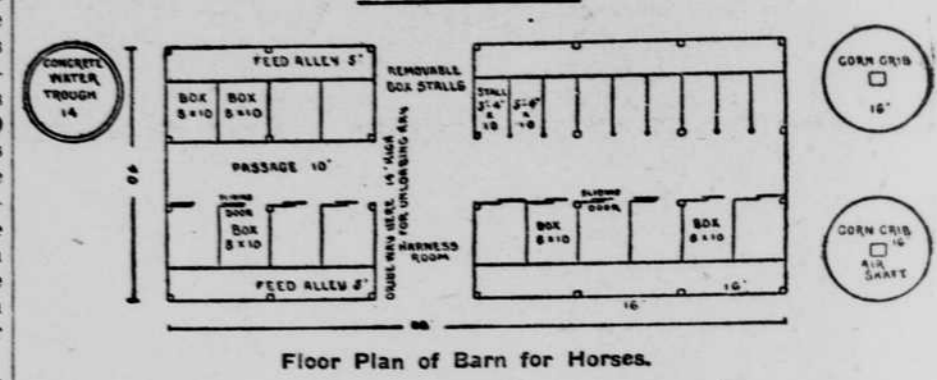
Rigorous but well-merited punishment was administered by Judge Hayden of Swoyersville, Pa., when Albert Gay, a wife-beater, was lashed till he begged for mercy and promised never to strike his wife again. Gay's wife, a small, frail woman, appeared at court covered with cuts and bruises caused by her husband's brutality. Judge Hayden sent for the husband and met him at the court with a heavy horsewhip. "Take off your coat," thundered the irate judge, "and get down on your knees; there is only one kind of punishment fitting for such brutes as you, and you are going to get it." Time and time again the whip descended upon Gay's back as he writhed and begged for mercy. When he jumped up Justice Hayden thrust him down again and lashed him once more. Not until he was out of breath did the justice stop, and then he sent Gay home with a warning that if he ever struck his wife again the punishment would be doubled.

Plan Memorial to Carlyle.

A movement is on foot for a Scottish national memorial to Thomas Carlyle, the great essayist, historian and philosopher. It is proposed to erect statues at the village of Ecclefechan, where the literary giant lies buried, at Edinburgh, and possibly at Kirkcaldy and Glasgow.

EXCELLENT BARN FOR WORKING FARM ANIMALS

Practical Plans and Illustrations of Stable for Horses and Mules—Built Without Undue Expense and Is Comfortable.



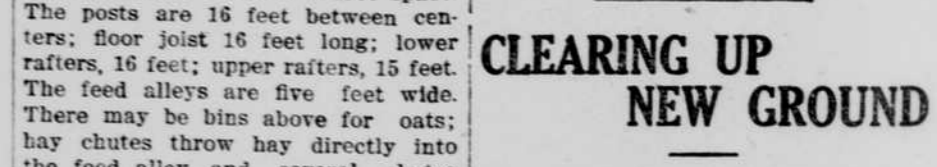
Recently I had occasion to design for a large farm a stable to hold work horses and mules. The owner wished true economy, yet to give the animals all the comfort possible without undue expense, and to have the manure saved well, and to have the stable so arranged that feeding, caring for the horses and removing the manure would be as inexpensive as possible, writes Joseph E. Wing, in Breeders' Gazette. After considerable thought and getting some first-rate ideas from his manager and himself, the following plan has been evolved. Frankly, I think it a better stable than any that I have yet seen published anywhere.

The general plan is simple. A driveway ten feet wide gives access to the stalls and permits the spreader to take out the manure. The stalls are mostly box-stalls, 8x10 feet (really the two-inch thickness of the partitions off of this), and in each stall one horse or mule is kept. The single stalls go three to each 16-foot space. The posts are 16 feet between centers; floor joist 16 feet long; lower rafters, 16 feet; upper rafters, 15 feet. The feed alleys are five feet wide. There may be bins above for oats; hay chutes throw hay directly into the feed alley, and several chutes ought to be provided. All of the frame is of the familiar joist frame pattern with self-supporting roof. Hay comes in at the end, although one could easily arrange to take it in at the middle, making a harness room there and temporary box-stalls.

On the whole, I like that idea best, as the barn is too long to run hay in all from one end and doors in gables are troublesome. The details of frame are not changed from what one can find carefully described in "Farm Buildings," a book that every intending builder should own. If a transverse driveway is put in it ought to have at least 14 feet headroom.

The box-stalls are provided with heavy, durable sliding doors, made of plank two inches thick. I should put them together with small bolts. If good tracks are used they will move at a touch and last forever. Some might prefer to board up the box-stalls higher than five feet. I see no harm for that, but six feet will do no harm. It will be objected by some that box-stalls 8x10 feet are too small. I cannot agree with this. If one urges big box-stalls it is as though he urged the use of no box-stalls at all. No one can afford very large box-stalls for work horses. In stalls 8x10 feet the horse has freedom to turn around easily and all the comfort it needs. If perchance some of the stalls are desired on occasion to be used for brood mares the partitions may some of them or all of them be made removable, throwing two stalls together, making one stall 10x16 feet.

The best way to manage harness is to have a big hook made of three-quarter-inch round steel attached to a



Frame Work of Box-Stall Front.

which may be blown in place by the thrasher, or shredded corn stover may be blown up there.

CLEARING UP NEW GROUND

Irregular Spots Along Streams and on Hill-sides Could Be Made to Yield Big Returns if Trees Planted.

The time is at hand when the average farmer begins to think about clearing up new ground. Those of them who are fortunate enough to have any left, and those who live in hilly countries will generally find bushes and briars growing along the hollows and fences.

This is the time to think of the wanton destruction of our forests. Those great oaks, ash and walnuts were but saplings once. While we do not endorse the leaving of trees grow in cultivated fields, every nice-shaped sapling of a variety of value as a timber tree should be left to grow.

There are thousands of small plots of timber, where a great many of the trees will measure two feet, and some of them thirty inches at the stump. These, thirty years ago, were saplings of four to ten inches at the stump—oak, ash and hickory.

In Kentucky there is a grove of locusts, many of them fifty feet tall and 12 and 14 inches at the stump. These are on a piece of land lying alongside a country road and valued at \$100 per acre.

The seed were sown thinly, broadcast, then thinned to stand four to six feet apart. The timber is today equal to ten times the value of the land, or \$1,000 per acre.

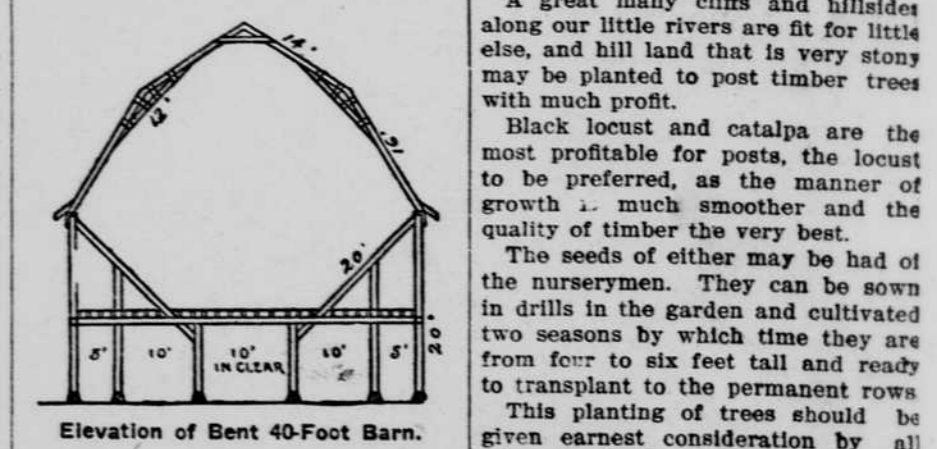
If each farmer who owns land suitable to the growth of forest timber should set apart one-twentieth of his land to forest, in time there would be timber to spare.

A great many cliffs and hillsides along our little rivers are fit for stony else, and hill land that is very stony may be planted to post timber trees with much profit.

Black locust and catalpa are the most profitable for posts, the locust to be preferred, as the manner of growth is much smoother and the quality of timber the very best.

The seeds of either may be had of the nurserymen. They can be sown in drills in the garden and cultivated two seasons by which time they are from four to six feet tall and ready to transplant to the permanent rows.

This planting of trees should be given earnest consideration by all who own land, as there is no more profitable investment to be made than the planting of trees either for timber or fruit.



Elevation of Bent 40-Foot Barn.

rope and pulley right beside the stall door so that the harness may be hung on the hook and swung up to the ceiling or out of the way. The harness room is meant for extra harness, for repair work and so on. With these box-stalls one will use bedding liberally and clean them out only once a month or even at longer intervals. With a trifle of care the stall will always be level, the manure trodden so hard as to be air tight and with no fermentation. There will be no odor in the stable and the horses will be kept cleaner and more comfortable than where stalls are cleaned every day.

As I do not like concrete in stables I design to place a pair of round cribs,

MUCH SUCCESS WITH POTATOES

Prince Edward Island Produces Annual Yield of 6,000,000 Bushels—Newly Cleared Lands Prove Best.

Prince Edward Island is one of the most successful producers of the potato. Its total area under cultivation is less than 1,800 square miles; the annual yield of the potato crop averages 6,000,000 bushels.

The most favorable results have been obtained in fields that have not been manured for many years. The opinion prevails that manure pollutes the potato and disposes it to rot before and after digging. Newly-cleared woodlands yield large crops for many successive years without the addition of any fertilizing. To aid exhausted soil commercial fertilizer is used. It has been found that lime, clinkers, and coal ashes thrown on a field will set up scab. It would thus appear that this disease may be due to mechanical irritation in the soil. To prevent rot, great attention is given to the time of digging. The best time has been found to be when the tops begin to grow a dark green, not when they have turned black. When the latter happens, the potato has already begun to rot. By observing these methods, a white, smooth, rounded root of medium size is secured. The best potatoes are shipped in boxes, carefully selected, and marketed as No. 1 and No. 2.

At a county fair in southern Virginia this fall a prize for the largest yield of corn per acre was awarded to a man who made 169 bushels. A fourteen-year-old boy raised 135 bushels of corn to the acre and won \$22 in gold offered by the government. These yields demonstrate the possibilities of good farming.

In feeding aged steers quality and type are not so essential as in feeding calves, provided the purchase price is proportionate.