

### Woodrow Wilson Was Successful Lecturer

Ray Stannard Baker, in "Woodrow Wilson: Life and Letters." But here, as in every other field he entered, victory, success, only made him more avid for wider achievement. He began to make longer excursions, and to speak to popular as contrasted with academic audiences.

As early as 1893, he was called to Chicago to speak at the World's fair—his first trip west of Ohio—and he visited Madison, Wis., on the same journey. His address caused no small reverberation in the educational world.

The next year he made two notable voyages of discovery, one in the extreme East, a convention at Plymouth, Mass., the stronghold of puritanism, and one to Colorado, where he had amusing and vivid glimpses of the West. His comments upon these journeys and upon the people he met will be found interesting.

"July 13, 1894. I arrived here all right last night, after a most tedious but not unamusing journey. How diverting New England is—and how unlike the United States! I have a comfortable room, looking right out on the water; the 'historic spot' is right under my eyes, and is most interesting. This morning, 10:40 to 11:40, I delivered my first lecture, with some confidence, and with sufficient success; that is over! . . ."

It was, in short, an intellectual group of people, probably, as could be found anywhere gathered in America. He so captivated his audience that he made a lasting impression upon many of those who heard him.

A week later he was in Colorado Springs, as different in every way from Plymouth as could be imagined, but Wilson was equally successful with his audiences.

"July 23, 1894. . . . As I sit, I have only to lift my eyes to look up to Pike's Peak and these singular mountains. I cannot describe this country yet; it is too unlike anything I ever saw before—and too unlike what I expected to see. Neither my impressions nor my vocabulary have adjusted themselves. I am both disappointed and strangely impressed. . . . The first lecture of the course was delivered last night to an audience of about 60 persons, who seemed to enjoy it as much as so small an audience could. The attendance on the school, it seems, is smaller than I expected, on account of the interruption of travel occasioned by the strikes—and the people of the 'Springs' do not affect lectures of the serious kind. I have received an invitation from a lady representing about 200 women of Denver, representing those most prominent in art, literature, politics, and society, to deliver one of my lectures in that city. I don't know whether to accept or not. Women, you know, have the franchise in this state, and I am a bit shy of figuring 'under the auspices' of this club. . . ."

"July 25, 1894. . . . My first lecture has been so much talked about and has received so much praise that I am made nervous about the second one tonight. It will probably be more numerously attended, a good deal; may it meet expectations!"

#### Some Iowa Figures.

From State College Bulletin. Iowa has a population of nearly 2,500,000 people, of which over 1,000,000 or approximately 40 per cent live on the 213,490 Iowa farms. Fifty-five per cent, or 117,420 of these farms are operated by owners who, generally, are more interested in electric service than the renters.

A large share of farmers believe that dairy production is a profitable and essential part of farm operation. This is proved by the statement that the number of cows milked in 1924 totaled 1,202,142, an average of almost six cows per farm. In 1926, dairy products sold totaled \$196,631,000. Inasmuch as the use of electricity proves most beneficial to the operation of the farm dairy by providing better lighting, and by supplying power for milking machines, cream separators, feed grinders and water supply, the dairy farmer will realize the value of such applications of electricity and feel that he can use many dollars worth of electricity profitably.

During 1926 the state produced 435,630,000 bushels of corn and 195,867,000 bushels of oats, or an average of 2,040 bushels of corn and 812 bushels of oats per farm. All of this grain has to be elevated and much of it has to be ground. The electric motor is well adapted to take care of this work at minimum cost to the farmer.

On January 1, 1927, the livestock on Iowa farms included 1,029,000 cattle, 10,060,000 hogs and 1,947,000 sheep. These figures give an average of 19 cattle, 47 hogs and 5 sheep for each farm. All of this livestock has to be fed and watered—the electric driven water supply system will provide an ample supply at the most convenient location with little additional expense and with minimum labor requirements and inconvenience. Further, by the addition of an electric heater, water of proper temperature may be provided for livestock during winter months.

In poultry production in 1926, 100,000,000 dozen eggs were produced, of which 109,289,000 were sold, the receipts totaling \$30,098,000. The sale of 75,496,000 pounds of chickens brought \$14,921,000, making a total of \$45,019,000 for poultry products sold. This averages \$210 per farm per year. This sale of poultry products is many times the total cost of electric service for the entire farm. Then too, the farmer can secure direct benefit from the use of electric service in poultry production for the use of electric light stimulates egg production during the winter months and the electrically operated sprayer provides a safe means for the production of green feed when none is available outside. Grinding of feed and provision for water supply also are most important.

#### Notho—One From Tit-Bits.

Mrs. Smart: Does your husband object to cats?

Mrs. Payne: Yes, indeed. He says that I feed all the cats in the neighborhood. By the way, won't you stay and have tea?

Q. Has there ever been a cannon that could shoot eighty miles? W. M. L.

A. The longest range on record was made by the Rig Bertha which was used to bombard Paris during the World War. The distance was 85 miles.

### Out Our Way



### "Good Old Days" Offer Fond Memories, But Made Poor Showing in Comparison With Modern Life

Senator Arthur Capper, in Capper's Weekly.

I can remember when every town had its "city" time which differed several minutes from "railroad" time.

I can remember when a day's work began at 7 a. m., and ended at 6 p. m., and a dollar a day was good wages. Farmers worked from 4 a. m. to 9 p. m. Stores opened an hour before breakfast and stayed open until nearly midnight—longer on Saturday nights. There was no Saturday half holiday and hardly ever a general observance of any holiday.

I can remember that when a farmer went to town it took him anywhere from half a day to a whole day to drive there and back.

I can remember when people used coal oil lamps for light and a gallon of coal oil cost 25 cents. You paid a little more for "headlight oil" oil which was supposed to give a whiter light. Stoves were used for heat even in homes of the wealthy. Bathrooms and furnaces were unknown. Nearly everybody bathed in the kitchen. In the morning you rose and dressed in a cold room in winter. You washed in ice cold water after breaking through the crust of ice in the ironstone china pitcher.

I can remember if the doctor was needed in the night that you had to go to his home, or send some one, and wake him. And sometimes it meant going miles. Consumption was then supposed to be hereditary. One member after another of the same family became infected and died of it. I knew the sole survivor of one such family. He was a traveling man which explains why his life was spared. He was away from home most of the time.

People did not have appendicitis then. It was congestion of the bowels and nearly always the patient died.

Every summer there was a "yellow fever" season and the newspapers day after day printed death lists telegraphed from our southern cities.

I can remember when 15 cents worth of round steak was enough for a family of four and required good strong teeth and patient mastication. There were fewer dentists those days and only one dentifrice was advertised—a preparation called "Sozodons." Thirty dollars a month was a fair sized grocery bill for such a family. Families of eight were clothed, fed and educated on a salary of \$50 a month!

I can remember when there were no typewriters, when all letters and legal documents were

written by hand, and beautifully written, too. There were no card indexes, no loose leaf ledgers, no cash registers to record sales and make change, no adding machines for weary bookkeepers. The clerks in stores and offices were expected to "sweep out" and otherwise put them in order early in the morning before the boss came down. Only schools, churches and public buildings had janitors and some of them did not.

I can remember when the saloons were ordered closed on election day and that evidently some of them didn't close. There always were drunken men at the polling places and fighting and profanity. Women shunned such parts of town those days. Election day rioting was a common news feature of the returns in all parts of the United States.

I can remember when "fast" young men were said to be "sowing wild oats;" when if a girl made a misstep she was disowned by her family and cast out; when all towns and every city licensed houses of ill fame, had a segregated vice district, and collected monthly fines from its wretched inmates.

I can remember when if you wished to show a fellow citizen a courtesy, or you had just concluded a business deal with him, you took him into a convenient saloon—and there was always one convenient—and set 'em up. Before you parted with him he returned the compliment. Sometimes there were several rounds of drinks. Even sober citizens often spent more money for liquor those days than they could afford. Every town and village had its habitual drunkards and there was much poverty, destitution and wretchedness in homes.

And this isn't the half that I recall of yester years, good, bad or indifferent, in less than a lifetime. Many of the entertainments of those times would seem somewhat childish to us now, when seated in our own homes a great orchestra plays for us, such an orchestra as kings once could not command, and there is nothing to pay.

It seems to me the meaning is that every new year is a happier new year in human progress; that 50 years hence the world will have gone much farther than in the last 50; that the nations of the world will then be guided more and more by the philosophy of Christ and so be saved literally, as well as spiritually; that more and more will humanity live for the future as well as for the present, and that a new day and a new age will dawn of which history never yet has seen the like.

#### Barges and Boxcars.

From Minneapolis Journal.

Talking to the Midwest Shippers' Advisory board at Chicago, Charles Donnelly, president of the Northern Pacific, voices the fear that diversion of freight from boxcars to Mississippi river barges will so cut into railway revenues as to force upward the freight rates on such tonnage as the railways have left.

Is not Mr. Donnelly borrowing trouble, at least so far as his own railway is concerned?

Mr. Donnelly's road brings freight from the West into the Twin Cities, some for processing here, and some for immediate transshipment south and east. For carriage west, Mr. Donnelly's road picks up freight in the Twin Cities. Some of the freight originates here. Some comes in from the East and South for transshipment. Mr. Donnelly's road also serves the local needs of the communities along its lines, all the way from the Twin Cities to the west coast.

If the Barge Line connection with Europe, by way of New Orleans, enables Minneapolis industries to compete more successfully in foreign markets, that means more raw materials for carriage from western points of origin to Minneapolis in Mr. Donnelly's freight cars.

If low water rates attract more

Montana and Dakota wheat, to travel by barge to New Orleans for export, either as Minneapolis flour or in its original form, that naturally means a heavier tonnage for Mr. Donnelly's road.

If Chicago, Memphis and St. Louis are enabled, by reason of low barge freight rates, to use more Minnesota flour, canned goods, wool products, furniture and what not, that means more business for Mr. Donnelly, getting the bulky raw materials from the fields and forests where they originate to the cities in which they are processed.

If this new outlet for industrial products should, in time, double the population of the Twin Cities, that would mean a lot more business for Mr. Donnelly's road, bringing here the foodstuffs to feed the extra mouths.

If a cheaper route to Europe enhances northwestern agricultural prosperity, Mr. Donnelly's road will be called upon to handle much additional westbound tonnage, in the form of farm machinery, automobiles, wearing apparel and what not. As prosperity brings denser populations to the communities along Mr. Donnelly's lines, he will have more and more freight to carry.

Mr. Donnelly's Northern Pacific every year transports a great deal of grain from Montana, Dakota and Minnesota fields into Duluth, for

measures of humane conservation in order not to destroy him.

From some dark, damp place the toad comes oozing unostentatiously at about the hour of sunset. From then on all through the night he eats voraciously the vicious insects which are man's most persistent enemies. Caterpillars and beetle larvae and weevils and wireworms and leaf chafers are some of the foes of the farmer which the patient, dumbing toad gobbles all through the black hours. At sunrise he goes out of sight again.

We have learned that the toad is harmless, and so we do not go out of our way to kill him. But thought-

transshipment to the world in Great Lakes steamers. Will Mr. Donnelly claim that navigation of the Great Lakes hurts the Northern Pacific? Well, neither does navigation of the Mississippi.

#### Jefferson's Rules.

From letter written in 1825 by Thomas Jefferson to Thomas Jefferson Smith

On the rules for practical life:

1. Never put off till tomorrow what you can do today.
2. Never trouble another for what you can do for yourself.
3. Never spend your money before you have it.
4. Never buy what you do not want, because it is cheap; it will be dear to you.
5. Pride costs us more than hunger, thirst and cold.
6. We never repent of having eaten too little.
7. Nothing is troublesome that we do willingly.
8. How much pain have cost us the evils which have never happened.
9. Take things always by their smooth handle.
10. When angry, count 10, before you speak; if very angry, 100.

lessly we are headed on the way toward his extermination. Our mowing machines and binders slay their dead millions; the automobile kills thousands of toad migrants. And drainage, carelessly installed, destroys the breeding place of the toads.

The federal government, therefore, urges everyone and especially every farmer to be as cautious and as considerate as possible. Actual extermination of American toads would be an American catastrophe.

A man's chest circumference should be 10 per cent greater than that of his belt line.

### Minneapolis Finds Satisfaction In River Barge Traffic for 1928

From the Minneapolis Journal.

In something like three years the barge line on the Upper Mississippi has demonstrated its usefulness, or better perhaps its indispensability, to the Twin Cities and the northwest. The past season the fleet has carried more than 120,000 tons of freight, of which 66,000 went downstream. This is equivalent to more than 3,000 carloads.

Even more significant has been the barge line's success in maintaining a regular schedule, with towboats and barges arriving and departing on time like so many trains. The river, it has been shown, can be used precisely like a railroad, and at a saving of around 15 per cent in carriage costs.

The downstream traffic has been largely grain and grain products, as is natural. The bulk of this has gone for export, and the record was made in spite of the fact that, due to poor crop prospects, the first half of the season did not produce a normal tonnage for export. When it became evident that the northwest would have good crops, large quantities of export grain were carried down the river, instead of being sent by rail to Duluth, at a cost of six cents a hundredweight, for export by way of the Great Lakes.

Of late years the grain shipping trade has been slipping away from Minneapolis to Duluth. Whereas 80 per cent of it formerly came through Minneapolis, about half of it now is sent to the head of the lakes direct. The development of river traffic promises the early return to this port of its former supremacy in grain shipping.

When General Ashburn had dinner with leaders of the grain trade here some weeks ago, he was stunned by their assurances that they would furnish forty million bushels of grain for the barges next year, or about 20 per cent of the total handled here. Having been a pessimist about the amount of traffic originating in this territory available for river transport, General Ashburn has had to revise his preconceived ideas considerably.

One development of great advantage to the grain raisers of this territory will be the completion of a large elevator at Memphis. This will give entry for large quantities of coarse grains to the southeastern markets, which are now supplied from Omaha and Kansas City. As the cotton raisers still use horses and mules, they must have feed, very little being raised in that region. This is merely one example of the many benefits conferred by the barge line, and in prospect.

The growth of the upstream traffic is highly encouraging. An amazing variety of manufactured products has been handled and with ample demonstration that the traffic is susceptible of rapid development. Large quantities of sisal for binding twine made at four state prisons and in privately owned plants now come by water. Iron and steel products are laid down here at costs that put Minneapolis on even terms with Chicago in this territory. Farm machinery of all kinds has been brought here. Bottles form another important item, large quantities being used here for milk, cream and various proprietary preparations. The railroads had announced a heavy advance in the freight rate on bottles, but in view of the river competition gave up that project.

Coal is one large possibility in upstream transport that must wait for the nine-foot channel to become practicable. When soft coal is brought here in barges, there will be a heavy saving in freight costs that will benefit industries of all kinds greatly—perhaps as much as \$2 a ton.

#### OUR BEECH TREE

It stands alone, majestic in decline, To those who sit beneath its shade or view

On winter days its structural beauty and The lovely gray of its elephantine garb,

It is a pure delight; and when the first Snow falls, and some few russet leaves still cling,

It seems to offer candied fruits or sweets. In the splendid strength of its long gray vertical limbs,

The fine, smooth mummy-cloth texture of its bark, Lighter than foliage, tinged

In autumn with those honey and amber tones That hint a sunny, sweet-serenity, One sees a living growth that even in age,

Endures in beauty, a thing that, even in loss, Retains a semblance of reposeful strength.

—May Tomlinson.

#### Young Not So Grasping.

From Milwaukee Journal.

If the power utilities had more men of the vision of Owen D. Young, of General Electric, and would heed their advice, these power interests would not need to spend nearly so much for propaganda, and they'd be a good deal better off.

As shown by evidence filed with the federal trade commission, Mr. Young's disapproval of the power lobby against Boulder dam and Muscle Shoals. He saw in the proposal for government development of such a great project as Boulder dam no challenge to private ownership. Mr. Young made this distinction:

Where great projects involve international ownership of the waters, or navigation, irrigation and flood control, then the carrying out of the projects becomes very properly a public matter. For the people to put their money into and power plants under these conditions, even to serve a vast area with power, is not to raise the question of private versus government ownership at all.

Those who were directing the fight against Boulder dam ignored Mr. Young, though, individually, he is the mightiest single factor in the electrical world. They raised the government ownership cry and made big "whoopie" in Washington. And at the same time their handy press agents were spreading the anti-dam propaganda all over the United States.

Today that propaganda is discredited. The Boulder dam project is approaching its final phases. The people apparently are

#### Ultra-Conservative.

"Is Wilks really so miserly?" "Yes, he won't buy a calendar in case he dies before the year is out."

Q. In the Virginia constitutional convention, by how wide a margin did the constitutionalists win? H. J. F.

A. After the greatest debate ever held over the constitution, its supporters won by a majority of only 10. The confidence of Virginians in George Washington probably won the battle, for many of those voting for it were swayed by their trust in the wisdom of George Washington rather than their belief in the constitution as offered for ratification.

#### Well Provided.

From Passing Show.

Does your husband give you an allowance, or do you ask him for money when you need it?" "Both!"

Q. What are the constellations of the Zodiac?—J. S.

A. They are: Aries, the Ram; Taurus, the Bull; Gemini, the Twins; Cancer, the Crab; Leo, the Lion; Virgo, the Virgin; Libra, the Balance; Scorpio, the Scorpion; Sagittarius, the Archer; Capricorn, the Goat; Aquarius, the Water Bearer; Pisces, the Fishes.