

FARM AND DAIRY.

This column is devoted to agricultural subjects, and the editors will be grateful to farmers if they will use it for the intelligent discussion of matters pertaining to their important calling.

Corney Grain.

Although a lover of fun, and ever full of boyish spirits, he would never permit a liberty to be taken with him. Familiarity was the one thing he resented in the most unmistakable form. I have seen an unfortunate hilarious youth, soon after his first introduction to Grain, slap him on the back and call him "Corney." Grain would give that youth a look, or rather a glare, with his big eyes, such as a lion would give before springing on his victim. The look was enough. The hilarious youth was instantly transformed into a sober, solemn worm. I heard that once when Grain was giving an entertainment at Cambridge—from whence he hailed, and where he was an enormous favourite—the undergraduates were shouting to him for more, and calling "Encore, Corney—another song, Corney!" But Grain would not respond. Presently one grad shouted: "Please give us another, sir!" All the students took it up—"Encore, sir!" Grain then came on, and obliged them to their heart's content.

Among his intimate friends he was always called "Corney"—never "Corney." I have always envied the clever cynicism of the patter in his sketches. In one of his entertainments he was supposed to be rebuking a badly-behaved boy at an afternoon party. You could almost see the boy standing in front of him. The rebuke as far as I remember, was:—

"Now, look here, my boy, you must not talk when people are singing. You are only a boy, and such conduct is very rude, and ill-mannered. Of course when you are grown up it is a different thing altogether. It's expected of you then." What a fine piece of satire that is! His entertainments were crammed full of such gems.—*Pall Mall Budget.*

Cropping Orchards.

An orchard in bearing ought never to be cropped. All the fertility that the soil contains is worth more to be used in developing fruit than for anything else that can be grown. Renovating crops to be plowed under may, however, be sown even in bearing orchards. If young orchards are making wood instead of fruit when they are large enough to bear, a seeding with clover and plowing in midsummer after a clover growth has been taken off, will often bring them into condition to bear fruit. The clover while growing is a check to the growth, and the cutting of the roots in midsummer is a further check. This will cause a great many fruit spurs to form late in the summer, and these will produce a large crop of fruit the next year. This is a severe remedy but if the tree has a good supply of mineral fertilizer it will continue to bear from that time. It may be that a tree treated thus will not be so long lived as is one whose growth has not been checked, but it is not often the very largest trees that are the most profitable.

A National Malady.

Physiologically speaking, this is a democracy of nerves. Nerves play an important part in American social and domestic affairs. Many a home nowadays might be called cooperative housekeeping disordered by nerves. The peace of wedded couples depends often on a sound nervous system, which is as rare as it is desirable. The wife is generally supposed to be the one afflicted with supersensitive nerves. They are presumed to be her excuse, if not her justification, for any and all eccentricities of behavior or temper. Many a eccentric, over-considerate husband feels that he cannot refer to any unpleasant truth at home; that he should not reason, or assert his individuality, or exercise entire freedom, for fear of arousing his matrimonial colleague's subtle all-prevailing fibres. All this is true enough, but not to any such extent as is believed. Husbands are not so patient, so long-suffering, as they are credited with being. While some of them submit to the tyranny of nerves without a murmur, being amiable to weakness, more of them protest, get angry, and air their grievances in season and out of season. Their rebellion is likely to produce a change for the better. If he resists earnestly she is pretty certain to relinquish her tantrums, her vagaries, and settle down to terms of mutual convenience and accommodation.

Nervousness must be conceded to be the national disease of both sexes, affecting mind no less than body, the future no less than the present. It is increasing with men and diminishing with women, because these combat it and those indulge it. Usually a woman is less nervous at forty than at twenty; a man vastly more so, for the reason, no doubt, that he is egotistic, aggressive, masterful. She, on the contrary, is plastic, subject to influence, uncertain of herself. She may be wearisome, discouraging, relaxing, through her peculiarity; but worrying, repellent, exasperating. Nervousness, in the American sense, is bad enough in man or woman, but much more to be regretted in him than in her, because offensive, persistent, and cynical. We may greatly modify it in the coming century. Let us indulge the hope. While in force it is in woman a deterrent, in man an abomination.

The worst form of her nervousness is not positive or obdurate, but negative and intermittent. It consists chiefly in absence of responsiveness and sustinment in the household, and its influence is drastically depressing. Its innocence is its worst feature. It comes and goes, halts and hinders, and takes the life out of such as are steadily brought into contact with it. We hear overmuch of woman's nervousness generally, but almost nothing of man's. He has surely gained on her in this particular of recent years. It is now recognized and treated as a distinct disease, and it would seem to be far more masculine than feminine. The intensity and excitement of business of every pursuit, including pleasure, had plainly affected man, everywhere a sufferer from neurasthenia. This is not so distressing to his family and

kindred as the conditions that often lead to it, such conditions being expressed by morbid sensitiveness, irritability, disquietude, and perverseness. But too familiar in hundreds of homes, these banish the spirit of home completely. Associates, children, friends, are more afflicted thereby than they possibly could be by the deranged nerves of thrice the number of women. Nevertheless, women have ten times the cause to be ruffled that man has. Her limitations and monotonous round tend to her nervous deterioration; her need to conform and her social environment, to her nervous correction.—*Junius Henri Browne, in Harper's Weekly, New York.*

The Railroads of China.

Naturally, extraordinary interest is now in the future of China; we often hear it said that a result of the war will be to open up China to the influences of modern civilization and writers of intelligence have expressed the opinion that when peace comes there will be a great and rapid extension of the railroad system in China. It seems highly improbable that the temper and point of view of a nation so vast as China, and with such a tremendous *vis inertia* can be changed by one little war which has affected only a corner of the empire. In order to know what we may expect in the future it is well to know what has happened in the past, and why. The first railroad in China was built in 1876, and torn up by the Chinese in 1877. This was in the province of Nanking, and the line, which was but a few miles long, was destroyed by the Viceroy of that Province. At the same time the Viceroy of the Western Provinces, Li Hung Chang, was arranging to have a colliery opened to supply coal to the fleet. Li Hung Chang has been known to the Western world as an enlightened and able man ever since 1865. So far as we have ever heard he is the one great Mandarin who has tried persistently to get any railroads built. Most of the mandarins have persistently opposed them. In 1878 coal mining was begun at Tongshan, about 80 miles northeast of Tientsin, a port on the Pei Ho, some 35 or 40 miles up the river from the Gulf of Pechili. Taku, a fortified port, is near the mouth of the Pei Ho and Peking is about 100 miles inland, northwest from Tientsin. Arrangements were made to build a railroad 20 miles long from the mines to the nearest navigable water at Lutai, on the Pei Ho and Taku, a running river approximately parallel with the Pei Ho and emptying into the Gulf of Pechili at Pehatang, about 12 miles north of Taku. Before the work on this railroad was begun it had been decided to open a canal 21 miles long to a point within seven miles of the colliery, and to connect the colliery and canal by a tramway, which was done. The Lutai railroad was located most of the way on the bank of the canal. This line was completed in May, 1887, thus giving the great empire 29 miles of railroad.

Li Hung Chang then began planning to extend the line to Pehatang and along the coast to Taku, and from Taku up the river to Tientsin. This extension was 50 miles. A further extension from Tientsin to Peking was planned and a bridge across the Pei Ho at Tientsin was begun. Then a clique, headed by some high officials, determined to have the bridge destroyed, and the pressure became so great that Viceroy Li gave the order for its destruction. The railroad company lost about \$40,000 that had been put into this work, but was able to use most of the girders for an extension northeasterly from Tongshan (near Kaiping) about 20 miles to Cinsi. The first train reached Tientsin in August, 1888, and shortly after the line Peking was authorized, but through the intrigues of officials the sanction was shortly withdrawn. The whole line built up to that time from Linsi in the northeast, southwesterly to Taku, then west by north to Tientsin, aggregated a little under 100 miles, all of standard gage. Up to that time about 20 miles of 3 ft. 6 in. gage had been built on the island of Formosa; and this was the sum total of railroad built in China, five years ago.

In 1890 an effort was made to start a railroad to run through Manchuria northeasterly towards the Russian frontier. Mr. Kinder, with a party of Chinese officials, started from New Chwang and made an expedition through Mukden and Kirin to the Russian frontier at Hung Chung, on the Tumen Ho, some 80 or 100 miles west by south from Vladivostok. New Chwang is a summer port on the Liao Ho, 13 miles up stream from the head of the gulf of Liao Tong, and this is but a northern extension of the great Gulf of Pechili. A report was made against carrying the line as far as Hung Chang, inasmuch as in case of war it would fall into the hands of the Russians and be useful to them for the invasion of China. It was recommended, however, that a railroad should be built from New Chwang for about 450 miles northeast of Kirin.

So we may say that the railroads of China are summed up in the 230 miles of standard gauge of the North China Railway Co. from Tientsin to Shan Hai Kuan, and the 20 miles of narrow gauge on the Island of Formosa. The North China line was of great use during the war.—*The Railroad Gazette, New York.*

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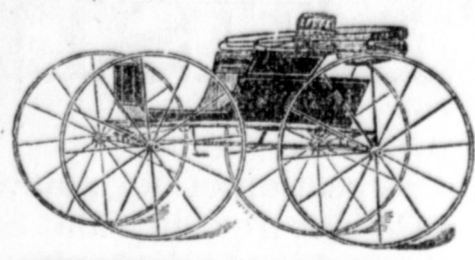
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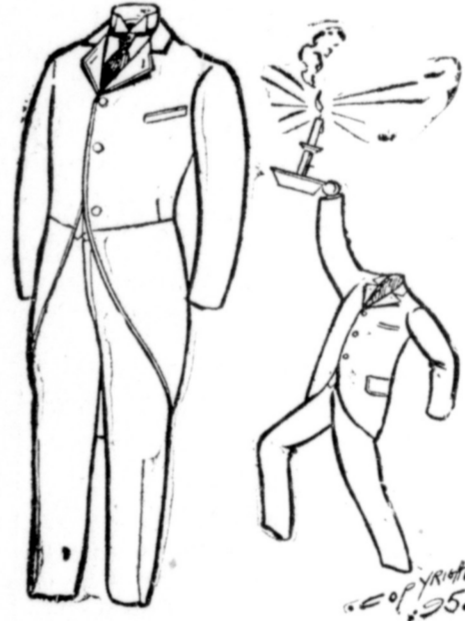
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