ANDOVER NEWS

PUBLISHED WEEKLY

By J. HARVEY BACKUS & SON

OUR KEYNOTE:

"If There Is Not A Way, Cut A Way"

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Keeping Faith

THE great economic depression from which we have begun to emerge has been a crucible that has tested the very souls of men. Faint hearts have failed and the unthinking have lost faith. Ideals have been shattered. Disappointments and heartaches have prevailed. Cynicism has grown until a great majority can see nothing good in anything. Truly, faith has been lost by many.

Now, the dawn of a new day is presenting itself. Conditions promise to be better and a gradual return to normal is not a lost hope. It is a time to get a new hold on ourselves and declare ourselves for definite principles. Being cynical is the easy way to dispose of problems that demand thought and effort. But that is not the way of the man of character. He shoulders the task of separating the good from the bad and fighting for the right.

Every success is won at the cost of hard experience. If we are too weak to outlive the disagreeable things of life, we cannot hope to advance to better things, and maintain our self-respect.

The present and the near future is a time when those who are not afraid to work will forge ahead. We must discard the false illusions of yesterday and substitute new ideals. Just because the things that seemed to be gold have tarnished is no justification for thinking that gold does not exist.

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These new faster automobiles will necessitate more agility on the part of pedestrians.

We Know How to Fly

WHILE it was termed merely an execution of routine orders, the flight from San Francisco to Honolulu of the six navy seaplanes is outstanding. It was the longest overseas mass flight ever attempted. It was completed with mathematical precision without mishap of any sort.

The achievement adds to the many flying laurels earned by American flyers and proves that Americans are masters of the art. It brings to America another record that will probably not be broken by any other country for a long time.

In comparing the feat with the notable mass flight of General Balbo of Italy last summer it easily determined that the American flight was much more difficult. Altho the naval squadron was much smaller than the Italian Armada, General Balbo made high flight in easy stages over a less treacherous route. Perfect navigation must necessarily have been a part of the American flight to locate the tiny Hawaiian Islands in the Pacific. Otherwise the goal would have been overshot and the planes would have wandered until fuel was exhausted and they were forced to land. Such a happening is very dangerous, especially if seas are not calm and help isn't near.

The flight was ordered for the purpose of transferring the planes to Honolulu for active service in the future and not for any feat of showmanship. Of course the ability of the fliers and stability of the planes were tested and proven which is of valuable consequence.

Americans are proud of the achievement and of the fliers who made it possible. Such valuable flying should be encouraged and fostered. It is the bulwark of our national defense.

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Once a year every man can be jubilant over his low salary—when income tax returns are due.

Life's Big Play Box

LIFE offers a great many toys in its great play box. These toys are commonly known as hobbies and few people exist but who pursue a hobby or two.

There is a time in every little boy's life when he dreams of driving a monster locomotive, but if he lives to follow that calling, his hobby becomes work. If the things that we want to do, really come to pass, then they cease to be a hobby with us.

The little boy who wants to work in a grocery store when he grows up, because he could eat all the candy and cakes that he wanted, soon changes his mind when he is thrown into the daily grind behind the grocery counter.

Even older people become faint with too much of anything. They find that too many bridge parties are burdensome and radio every night is wearing. The girl who wanted to get in the chorus would rather do anything else than dance. The professional jokester and wisecracker likes to get away from persons who are aware of his ability.

Teachers away from the school environment talk anything but pedagogy. Doctors on vacation leave their medical journals at home. Cowboys in New York take to the elevated. We know a college professor who recreates by playing tiddledy winks. A great many writers play chess. Tired business men go in for golf. Family folk like movies that are not concerned with domestic problems. Comic artists often like serious literature and would like to do serious parts.

We know ministers of the gospel who won't talk morals to the man on the street, artists who refuse to talk art, and newspaper folk who won't talk shop outside of the office.

We all have our hobbies, but when our life work becomes an irksome thing to us, we prefer spending leisure time playing with other toys in life's big play box.

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The Paris bank scandal is termed by Frenchmen as the greatest disgrace to that country in years, but the American public feels that they should place their repudiation of war debts as first in the list.

1934 Automobiles

EACH year as the new models of automobiles are introduced it seems certain to the average person that the climaxes in fine appearance, smooth performance, speed and appointment has been achieved. And each succeeding year as the new creations are revealed, this idea is shattered.

The new 1934 inventions that are being introduced outdo former introductions of new models, as being the most startling and different designs ever created. Streamlining is the keynote of every manufacturer. Some are even brazenly different and unusual, while all have made unusual changes in achieving streamlining. New snub noses appear with the bodies definitely bulging in front and tapering to fishtail effect in the rear. Aprons hide the rear wheels on many models. Great sloping fenders, boat shaped radiators, and long, powerful lines predominate in nearly all cars.

Many of the streamline effects are borrowed from airplane designs. The motive of designers is to reduce air resistance and obtain greater speed and efficiency.

The trend is away from the sombre colors of yesterday and back to brighter hues. Splotches of color will dot the roadways this year.

The outstanding mechanical achievement on the new cars is the new knee-action front wheels or similar arrangement for front wheels to make them independent of each other relative to riding properties. When one front wheel strikes rough surface, the shock is absorbed by that wheel and not transmitted to the other or to the car and its occupants. Knee-action is the creation of one manufacturer while similar results are obtained by others thru flexing front axles.

More attention has been given to the comfort of the passengers in most of the new cars. The interiors have been made roomier, cushions more comfortable and leg room more spacious.

Proper ventilation has been a careful consideration with most manufacturers, also. New systems are a part of almost every car. The idea that is all important is to give good ventilation without creating harmful drafts.

More speed and power is evident thruout the entire range of new models. The speed and power qualifications of 1933 models are antiquated in comparison with the 1934 cars.

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The time a boy turns in has a lot to do with how he will turn out.

The Fate of Newfoundland

NEWFOUNDLAND, one of the oldest of British colonies, has relinquished its status as an independent dominion and turned its affairs over to England to manage. The move was brought about as a last resort to untangle that country from financial chaos resulting from the burden of excessive debt

Newfoundland has long been a so-called progressive country, sponsoring government ownership on a large scale. Its railways are operated by the government at a great deficit, and many other enterprises under government control in that country have proven equally disastrous financially.

The total public debt of the country is over $90,000,000, a small figure in comparison with our own debts and deficits which are termed in billions, but a per capita debt of $327 for each citizen, which is impressive.

The dominion rights of the country, which also controlled Labrador, have been surrendered and a governor appointed by King George of England has taken control to straighten out the affairs of the country if possible. The governor will be assisted by a council of six, three of which will be from Newfoundland.

The unwieldly and excessive debt of Newfoundland was caused by over-zealous leaders who failed to reckon with future situations when they so ardently threw their country into debt. The plight of Newfoundland should be taken into consideration in mortgaging the future of this country. There are many chances of mistakes and slip-ups in spending money that we do not have.

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In the "sticks" a man is just a plain thief—in the city he is a master criminal.

Those Unproductive Farms

WE HAVE been greatly interested in Professor Raymond Tugwell's exposition of the program for taking unproductive land out of use. Professor Tugwell, as assistant secretary of agriculture and a trained economist, is keenly alive to the unsatisfactory state of farming, and looks forward to a time when all land on which it is difficult or impossible to make a living thru farming will be taken over by the Government or the States and converted into parks and forests, or else devoted solely to residential purposes for those who have other sources of income.

A long step has been taken in that direction, but immensely more needs to be done if this beneficial plan is to be carried out in its completeness. It is not something which can be done in a hurry. A full human generation would seem to us to be about as short a time as it could be accomplished in. For, regardless of whether they make a living on it or not, most people feel a deep attachment to the land on which they live, and will consent to move or be moved only under the severest sort of pressure.

The farmers who will farm the productive land will be mainly those who now own those farms, or their descendants. Possibly there is still some good agricultural land that can be brought into efficient production thru irrigation, but there is hardly enough of it to settle all the present occupants of bad farms on good farms. Professor Tugwell reports that the 28 per cent. of American farms which are classed as worthless produce only two per cent. of the marketable crops.

We wonder whether Mr. Tugwell and the other eminent economists and statisticians concerned take any account whatever of the human factors involved. They are looking on farming as a commercial enterprise, whereas to probably the majority of farmers it is a mode of living, with cash crops of secondary consequence. We think that before the whole present scheme of agriculture can be changed there will have to be some alterations in human nature.

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Some women must have an awful time trying to remain on good terms with all their divorced husbands.

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The collector of the wages of sin is never turned away empty handed.

WORTH WHILE EDITORIALS FROM OUR EXCHANGES

Vision of Pioneers is Needed Today

By Bruce Catton

They were talking about the depression, and a young woman told how friends of hers, living on a farm, had suffered great losses. Their farm equipment had gone to pieces, their car was a wheezing wreck, they wore last year's clothing, and they were hanging on to their farm only by virtue of the mortgage-holder's tolerance.

And an old lady who listened to the conversation smiled gently and began to compare the plight of the depression's victims with the early lives of her own parents, who had opened up a farm back in the pioneer era.

"Your friends," she said, "have had a terrible time, and they have a lot to worry about—but do they really know what privation means? Did they ever get thru a winter on cornmeal and bacon, as my parents did repeatedly?

"Have they lived thru month after month completely isolated, with the nearest neighbor 15 miles away and no way of communication with him in case of need?

"They've lost everything — yet they still have their electricity to light their farm and pump their water and lighten their laundry work. Their farm machinery has run down—but my parents had no farm machinery at all.

"Their auto is a wreck—but at least they have it, and it still runs and it will take them places in a tenth of the time it took my parents to move about.

"They're wearing old clothing—but they didn't have to weave the cloth it was made of, or cut and sew the cloth once it was woven."

Now that little comparison between today's troubles and the everyday life of our forefathers may be pretty cold comfort for a family that has been hit by the depression. Yet it is something worth thinking about.

Bad as times have been— and they have been cruelly bad—it pays to remind ourselves that even the worst that we have today is in many respects better than the best that our grandparents had.

The obvious reply to that, of course, is that the pioneers could endure hardships because they felt themselves to be part of a great movement. They were not living for the present, but for the future. They could discount privation, because they saw a richer and happier time ahead of them.

Well, that's true enough—but can't we do the same?

The finest thing that has happened to us in this last year is the fact that we have had a rebirth of national solidarity. We are all headed in the same direction once more.

There is in the air that priceless feeling that the whole country is working together for the common good. The vision that sustained the pioneers is coming back to us.

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The Cause of Depression

There are some people in the United States who do not, even now, understand that the fundamental mistake in the economic affairs of this country was the failure of statesmen and business leaders to realize what was happening to agriculture in the decade prior to 1933.

Not only the buying power of farmers collapsed and they reached the stage where, after raising crops, the returns were insufficient to meet expenses, plus taxes and interest, did the so-called leaders decide that something must be done. By that time, however, the virtual bankruptcy of 53,000,000 people had effected every line of business and a panic was inevitable.

Basically, American prosperity depends upon farmers' buying power. Little of farm income remains on the farm. Almost all of it, being newly created, circulates as the farmer and his family purchase what they need. Hence the money that farmers receive for their products is almost pure purchasing power.

To understand the farmers' plight let us remember that in 1929 the gross farm income was 11.9 billion dollars. In 1932 it was about five billions. This affected 44 per cent. of our population, including those who live on the farms, together with the population of small towns and villages directly dependent upon the farmers for their trade. Naturally, the ill-fortune of 44 per cent. had a harmful effect on the remaining 56 per cent. of the people of the nation.

To any person cognizant of the steady decline of agricultural profits during recent years the national debacle was not surprising. The amazing factor is that artificial stimulation should have sustained unbridled speculation as long as it did. Really astounding was the failure of business and financial leaders to understand what was in process thruout America.—Cuba Patriot.

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A few eat to live, more live to eat.

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Modern wedding knots are slip-knots.

Around Our House

CLOTHES FOR WINTER

Outdoor exercise and play is better than any tonic for the healthy, growing child, and snow should only make it more fun, says the New York State college of home economics. If he or she is warmly and suitably clothed, winds and stormy weather may be defied with perfect safety to health.

"Warmth without weight" is the motto suggested by the college for children's winter clothing. This means that several layers of light, fluffy garments are warmer than a single thick coat which may be too heavy to permit free activity. For the child under ten years the best outdoor clothes for winter are the snow-suit, which covers the youngster completely from heels to chin, the helmit-style cap or close-fitting beret, rubber overshoes, and knitted mittens.

Snow-suits are generally made of light but closely-woven woolen materials, which are porous but do not admit cold winds. For the coldest weather a warm, woolly sweater may be needed underneath. Snug knitted bands at wrist, ankle and waist keep out snow and wind. Knitted mittens rather than leather ones are advised because they may be easily dried out, and several pairs are no more expensive than one pair of leather.

If the child must wear a coat for play, it should be neither heavy nor binding, and not too long. A coat that falls below the knees interferes with active play. Leather or knitted leggings make a warm, comfortable coat satisfactory for the most strenuous child.

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Cold weather hurts no healthy, warmly-dressed active child.

Another Wonderful Flight!

ON BOARD THE BYRD FLAGSHIP JACOB RUPPERT: (via Mackay Radio) Jan. 4: and now, after three months in the engine room of this great steel oil burning ship, I am starting on the second and most important phase of my training as an Antarctic explorer and aviator. I have been assigned at last to the aviation department! Now I am working directly under that great flyer, Harold June, of Darien, Stamford and Bridgeport, Conn., the Expedition's chief aviator and the other members of the flying unit. They are Paul Swan, of Washington, Kansas; I. Schlossbach, of Bradley Beach, N. J.; Ralf Smith, of Fredericktown, Ohio; William Bowlin, of Indianapolis; William Mc Cormack, of Lansdowne, Pa., and E. J. Demas, of Washington, D. C.

Commodore H. Fr. Gjertsen

They're a fine skillful crowd and I'm proud to be one of them. With Admiral Byrd we're going to make aviation history.

It is an unparalleled opportunity for me to train with all types of aeronautical equipment — biplane, monoplane, autogiro — single and twin engines from 120 to 525 h.p.—very latest instruments, radio and other equipment—every kind of landing gear including pontoons, wheels and skiis. All the planes, ready for quick use, are in the holds except the big Condor which is on the after deck on a special cradle with its wings extending out over the water on each side. The peculiarly hazardous position of this machine has several times affected the course of our vessel, especially in the gales we have met. Commodore Gjertsen must frequently maneuvre the ship so the Condor won't be ripped overboard by the wind.

Yesterday (Jan. 4 with you—Jan. 3 with us) Admiral Byrd, with June at the controls, and Bowlin, Pelter and Peterson, made another grand flight in the Condor. Mark it on your club maps—along the 117th Meridian from 116.35 west 69.75 south 150 miles to 72.30 south and back. Use a blue pencil for this flight and keep your map very carefully. A little later we're going to announce a contest for the most accurate maps kept by club members. Instead of finding land, as he thought he might, Admiral Byrd reported that nothing but sea ice was visible and the Eastern coast of the supposed Antarctic continent is still undiscovered. In fact, the flight allowed the Admiral to say that approximately 200,000 square miles of unknown territory, which explorers have thought might be part of the Antarctic land, can officially be put down on future maps as "Pacific Ocean." Seems to me that if this Expedition accomplishes nothing else, this one exploration flight, coupled with the one on Dec. 22, has established a high value for this trip. But don't worry! We're going to do a lot of other big things.

I'm getting a bit fed up with ice bergs and their terrifying collisions and fights with each other. Admiral Byrd few over one we could see from the ship—25 miles long and four miles wide. Imagine!

When I left Harvard I thought I was through with school forever. Not so. Together with the rest of the crowd on board I have been busy on a post-graduate course. All across the Pacific we had three lectures weekly on such things as Physics, Transportation and Dogs, Biology, Scott Expedition, Photography, Geology and Geophysics, Shackleton Expeditions, Camping and Trail Parties, Meteorology, Cooking, Clothing and a dozen other subjects, with our own experts doing the lecturing. Needless to say all our minds are crammed with knowledge we didn't have before and now that we are in the great ice pack, we are finding daily use for it. The Expedition is proving a wonderful education. Every day I stumble over some bit of equipment that puzzles me so I find the man in charge and ask him all about it—Mukluks (skin boots). Parkas (hooded coats), sleeping bags, portable radio transmitting and receiving sets for use out on the trail. It is difficult to grasp what a tremendous undertaking this is until one actually sees the myriad of details involved—and still each department functions as smoothly and casually as if two year Antarctic Expeditions were ordinary occurrences. The supply officer is going in and out of holds and storerooms all day long checking and segregating thousands of boxes, crates and packages intended for Little America. Everything intended for the ice is marked "Barrier" and in my sleep I can hear the supply officer yelling "Drop that, it's for the barrier!"

Now we're constructing dog sledges. It's interesting. Not one piece of metal goes into their assembly, not a nut or bolt or nail. They are made of eleven pieces of very tough and resilient wood, tongued and grooved. We are lashing them together with thin strips of rawhide, permitting them to yield to shocks and stresses without breaking the wood. Capt. Innes Taylor, in charge of the dogs, told me today that an ordinary team consists of nine dogs and that the average load is around a thousand pounds, sometimes greatly exceeded for short distances.

The dogs are being measured and fitted with harness and seem to be looking forward to the comparative freedom of the ice. Poor dumb, smelly brutes! every time a dog is fitted to his harness he goes into a canine ecstacy of barking, yelping and wriggling. The harness consists of a collar, like a miniature horse collar, a set of traces and a snaffle ring for attaching the dog to the lead line. The dog drivers say the dogs must be watched carefully because they sometimes get so hungry they eat the harness.

A radio from New York tells me the maps we are sending to members so they can mark them and thus keep track of our flights, tractor trips and other explorations are ready and are being sent to members without cost. They tell me the club membership is now well up in the thousands so if you haven't joined now is the time to send me a self-addressed stamped envelope at the Little America Aviation and Exploration Club, Hotel Lexington, 48th Street and Lexington Avenue, New York, N. Y., and get your membership card and map, without any obligation of any sort. This club is a favorite hobby of Admiral Byrd's, to encourage American aviation, and he hopes to have at least 100,000 members before we get back.

(Next Week:—Off for Little America!)

TODAY and TOMORROW

FRANK PARKER STOCKBRIDGE

WASHINGTON . . Wants to Vote

The people of the district of Columbia are again demanding the right of self-government. The President of the United States is the Mayor of Washington and the Congress of the United States its board of Aldermen. Any changes in the ordinances for the government of the city have to go through the same legislative channels as a bill to raise billions of Federal revenue.

I lived in Washington a good many years. It is the cleanest, best-governed city in America, with the worst traffic regulations. Before the Federal Government took over the management, in 1879, it had its own elected Governor and legislative body, and it was probably the worst-governed city of that time. President Hayes proposed that the Federal Government would pay half the upkeep, being the largest property owner if the people would let Uncle Sam run its own Capital. They gave up their right to vote, but got in return a low tax rate and a well-managed community.

Some people, however, are never satisfied.

WOLVES . . . and Wild Dogs

There is a "wolf scare" almost every cold winter in Northern New York and New England. Tales of big timber wolves from Canada crossing the St. Lawrence on the ice frighten country people, who dread to go out after nightfall. This year there has been so many sheep and cattle killed in the northern Adirondacks that the State has put a bounty on wolf scalps. I haven't heard that any bounty money has been collected, either there or in Pennsylvania, where there is another wolf scare.

We staged a wolf hunt in the hills near my farm a few winters ago. The wolf turned out to be a huge German "police dog" which had heard the call of the wild and reverted back to life in the woods. I have talked with a good many hunters and naturalists since, and they are pretty well agreed that the recourrance of "wolf" raids can nearly always be traced to wild dogs, usually collies or Alsatian sheppards of the type called "police dogs." Those two breeds are many generations nearer the ancestral wolves from which all dogs are decended, and when they break away from domestic they know how to take care of themselves in a wild state better than most other breeds.

ANTOMOBILES . . more Comfort

I went to the New York automobile show and examined all the new and, many of them, odd-looking cars. One thing impressed me particularly, and that is the effort of all makers toward greater comfort in riding. In such matters as independent front wheel suspension, moving the front seat forward so it is not right over the axle, roomier and more comfortable seats, new kinds of windows to provide ventilation without drafts, larger and softer tires, and many minor details the emphasis is all on comfort.

Greater speed through "streamlining" is another trend to which all makers are moving. And nowhere have I seen such a variety of color, inside and out of automobiles.

Manufacturers and dealers were jubilant. Sales at the show were far in excess of the highest expectations. This is going to be a good year for the automobile industry, but I would suggest to anyone who wants a new car to place his order now, for the factories are already behind the demand. Also, prices are likely to go up before the year is over.

CAREERS . . . often Accidental

Few people know when they are very young what their life work is going to be. Most of them find themselves in careers which they never dreamed of. There is Ted Geisel for example. He went thru two or three universities, intending to become a great authority or a college professor, or both. But one day he drew a comic sketch and sent it to a popular magazine. It was published and caught the eye of the advertising manager of a big corporation.

We want that young man to drow advertising pictures for us," he said and that is what Ted Geisel has been doing, with great profit to himself and his employers and amusement to the public, for several years. Everybody has seen his pen-name, Dr. Seuss," on advertisements.

Most people become whatever they are by accident, after all.

RESOURCEFULNESS . . a Girl

I am impressed by one result of the depression. It has stimulated the resourcefulness of many people, young and old, who had been content to let other people do things for them.

One young woman whom I know is supporting herself and her mother by giving parties. The husband and father, supposed to be wealthy, committed suicide in 1930, leaving his family with nothing but a house and its furnishings that they could call their own. The daughter had never trained to any sort of work, but she had a wide circle of friends.

"I'm going to keep right on giving parties,' she told them. "but to come to my parties you'll have to pay." At least once a week she gives a dance, with a simple supper, and her friends who still have money left flock to it and bring their friends, paying $2.50 a head. The young woman and her mother living as well as they used to and she is putting money in the savings bank.

That's what I call resourcefulness

ENGINEERING JOBS WILL BE EXPLAINED

Big Program Planned by the Cornell Department for Farm and Home Week.

Talks on farm drainage, airwheels for tractors, house heating, use of concrete, and sewing machine troubles are just a few of the features planned by the department of agricultural engineering for Cornell's farm and home week, from February 12 to 17.

Other highlights of the week are: Monday, Professor L. M. Roehl tells how to fit cross-cut and buzz saw; Tuesday, Professor A. M. Goodman talks on remodeling farm buildings; M. W. Nixon discusses electric hotbeds and electric soil heating; Professor J. C. McCurdy talks on sewage disposal for the rural home; and Professor B. A. Jennings and F. W. Barrett show how to adapt automobile engines to spray rigs.

On Wednesday and Thursday members of the department explain dairy stable ventilation, farm labor-saving devices, poultry house ventilation, irrigation in New York State, farm and home lighting, and farm workshop and tool equipment. A trip to the university dairy barns will be made to inspect ventilation systems. On Thursday, also, Professor H. W. Riley talks on methods of milk cooling.

On Friday, Professor B. A. Jennings talks on costs of operating electrical equipment, and H. S. Primle tells how to prevent and repair sewing machine troubles.

Write to the New York State college of agriculture for a free copy of the 1934 farm and home week program.

CORNELL CHOSEN BY GLADIOLUS SOCIETY

Empire State Group to Hold Annual Show in Ithaca Next Summer.

Cornell University has again been selected by the Empire State gladiolus society for its annual meeting next summer, reports reaching here reveal. The choice was made at a recent meeting of the board of directors of that society when final reports were given on last year's meeting.

In the opinion of the society, last year's show was unusually well attended and successful in every way. Co-operation of exhibitors was said to be the best in years, with better facilities to stage the show. Up to last year the society met in larger cities thruout New York State.

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A farm census will be taken on Nov. 15, 1934. A census of the population of the United States at the same time has been suggested.

HOW, WHAT and WHY?

The Anodover News has arranged with the Office of Information of the New York state college of agriculture and home economics to answer questions about problems of farm and home. If you enclose a self-addressed, stamped envelope, and mention the name of this paper, you will receive a direct reply to your query from the colleges. Do not ask more than one question in one letter or on one post card. Ask as many questions as you like, but makee each a seperate communication.

Lumber for Silos

P. G., Cherry Valley, N. Y., asks; "What lumber is best to use for silo building? Have you any bulletins that describe the work?

Professor A. M. Goodman of the New York state college of agriculture answers: "Woods that have been longest life are usually used. In order they are: (1), southern cypress, (2) western red cedar, (3) Douglas fir and long leaf yellow pine which are of about the same value, (4) white pine and spruce, also of the same value, and (5) hemlock, which is last on the list.

"We are sending a list of silo manufacturers and a copy of U. S. Department of Agriculture farmer's bulletin 855 which may prove helpful."

Points on Gladiolus

Rev. E. T. M., Gillett, Arkansas, writes: "Use of napthalene flakes helped me destroy the insect 'gladiolus thrips'.

"To accomplish this, I put home grown bulbs in sugar sacks, then placed them in a large container. Into this I sprinkled plenty of flakes and then closed the lid tightly. I left them this way for two weeks and opened the lid occasionally for a few minutes.

"When the bulbs first began to show moisture, I took them out of the container and placed them in paper bags, well sprinkled with flakes, for six weeks. The bulbs showed no sign of injury. I did not spray the plants when bedded, tho I did use a garden hose a few times.

"Altho I am only an amateur gladiolus grower, I have made many breeding tests and have grown more than 5,000 seeds. Some of these should make fine flowers.

"I am interested in the fragrant bulb 'tristis' and other gladioli. Where can I buy this bulb or any other of the few fragrant gladioli?"

A. M. S. Pridham of the department of floriculture at Cornell answers: "For the species 'tristis' which is reported fragrant, I suggest that you write to Dr. Forman T. McLean of the New York botanical gardens. Dr. McLean has made an extensive study of the fragrant species and varieties and is more likely to have a supply of bulbs than any of the commercial growers.

"Your work in breeding gladiolus is interesting, adn you may have some very promising seedlings. We are pleased to test such seedlings in our gardens and to report on them. We like to have three to six bulbs of a variety as this gives us a chance to study growth of the plant as well as the flower. If you care to send such samples we will be pleased to include them in our 1934 planting. There is no charge for this work."

Noted Artist's Tribute to President Whom Nation Honors at Birthday Fetes Jan. 30

A CALL TO THE COUNTRY TO HAIL HER LEADER

This striking poster was painted by the famous artist, Howard Chandler Christy, when he heard of the national movement to observe President Roosevelt's birthday on Tuesday night, Jan. 30, by raising an endowment fund for Warm Springs Foundation for Infantile Paralysis at Presidential Birthday Balls given simultaneously in every community in the land. He gave it to the national committee as its official poster. Done in red, white and blue, the poster depicts Miss America at the left protecting two children who are looking up to President Roosevelt, shown above the capitol. The slogan across the top "America, is our President" was coined by Mr. Christy as a tribute to Mr. Roosevelt from the nation.

COLLEGE HONORS PIONEER TEACHER

Observes Centenary of Birth of First Agricultural Dean at Cornell.

The New York State college of agriculture is this month observing the 100th anniversary of the birth of Isaac Phillips Roberts, first dean of the college and one of her greatest men.

Dean Roberts came to Cornell in 1873 from Iowa, where he was a teacher in agriculture. At Cornell, the 34-year-old farmer found an institution without sufficient funds and unfriendly to the new project of "scientific agriculture."

The barren classroom and three students and the "model" farm of 100 acres offered a dismal contrast to the easy prosperity of the Middle West.

Dean Roberts set to work to build up the department and the college which today is reputed to be one of the best. In 1874-75 he was raised to full professorship in appreciation of his progress. Gradually, new lands and equipment and instructors were added to the department, and Professor Roberts became the first dean of one of the most active colleges in Cornell University.

In 1903, Dean Roberts retired from active teaching, and for 25 years more until his death in 1928, the great agriculturist took an active interest in the institution he had helped to build.

Last Pike Veteran is Busy at Age of 95

Captain Albert O. Skiff, the only remaining Civil War veteran in Pike, observed his 95th birthday last week by looking after an insurance business he has conducted for 28 years. He reads without the aid of glasses and says a birthday is just the same as any other day he has had so many of them.

Born on a farm near Pike in 1839, he was one of the first to answer the call to arms at the start of the Civil War. He passed thru 102 of the engagements of the war unhurt and was wounded in the last charge of the Army of the Potomac by a shot after the flag of truce had been raised.—Fillmore Observer.

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Cold weather caused 3.2 per cent. less production by 680 pullets in the western egg-laying test at Stafford, N. Y. In the Central test at Horseheads, production by 610 pullets dropped 2.1 per cent. Tests for the 14th week ended January 6th.

Three Wills Are Probated

During last Friday's session of Surrogate Court at the county seat, three wills were probated, one judicial settlement made, and letters of administration granted on one estate.

The will of George A. Burdick of the town of Ward, who died December 12, disposes of an estate estimated at $5,000 in personal and $4,000 in real property and names George A. Place, Salamanca, executor. A sister, Emily Allen, Alfred, was left a $1,000 bond against the village of Alfred; a sister, Phoebe Burdick, Alfred, two $1,000 bonds; balance of the estate to his widow.

By the will of Mary R. Bennett, Rushford, who died November 19th, a house and lot in Rushford was given a niece, Adelia Harris Horning, Salamanca; balance of the $1,000 personal and $1,000 real property estate divided between Mrs. Horning, Maude Beebe, Rushford; and Nellie Seavy, Little Valley, William J. Stevens, Canaadea, is executor.

Lena E. Bartoo, wife of Frank E. Bartoo of Richburg, who died December 30, was named executrix of his $500 personal estate. She has life use of the estate, to go on her death to a son, Francis G. Bartoo, Richburg.

Letters of administration on the $600 personal and $1,500 real property estate of Alfred E. Swift, town of New Hudson, who died January 4th, were issued to his widow, Nina M. Swift. Other heirs are two daughters, Dorotie E. Pendy, Fillinville, and Josephine E. VanGilder, Friendship; and two sons, Carrol A. and Gerald A., both of New Hudson.

A judicial settlement of accounts was made with Percy M. Jordan and Hazel V. Jordan, both of Bolivar, executors of the estate of William E. Jones, town of Independence.

Wheat growers in 33 states up to January 5th received $21,386,607.26 in part payment for agreeing to reduce acreage by 15 per cent. Payments were received by 287,970 farmers.

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