

Avoid Mistakes In Farming

A farmer raised 30 bushels of corn per acre; his neighbor across the road got only 25. The difference was due to the farmer's use of the best methods of farming. One man adopted the best methods of farming, the other the worst. The successful farmer depended entirely on his own experience.

Right and Wrong Farming Methods

You yourself know that to get the most out of his farm a man cannot sit on the porch and let Nature do its work. He must keep abreast of things, watch others, and apply to his own farm the best of all he sees, hears and reads. Make one little mistake and you may impoverish your soil. Another mistake may waste weeks of your time and cost you hundreds in lost profits. Another may miss the breeding possibilities of your live stock. And, although you may think you are getting all possible profit out of your farm, it is the little mistakes unknown to you that force so many farmers to do much of their work for nothing and to get out of their farms only about two-thirds of the profit that is hidden there. Then, too, there is the danger of not using some new method that has proved its worth and has made a fortune for another farmer—one that would double or triple your profits and save you time and labor.

Pooling Worthwhile Plans and Methods So That All Can Share Them

For example, do you know the simple methods by which other farmers average per acre, 100 to 125 bushels of corn, 47 bushels of wheat, 50 bushels of oats, 240 bushels of potatoes—do you know how, through easy ways, butter-fat production has been brought up to 300 pounds per year, and how 800 hens bring, as a side line profit, over \$2,000 a year—do you know the best ways to inoculate alfalfa to locate unprofitable cows, to select breeding stock of pullets, to combine fertilizers scientifically—do you know the best methods of dehorning, of improving feed by selection, of employing the gas engine and tractor?

FREE BOOKLET

FARM KNOWLEDGE contains over 2,000 pages in all, and over 1,000 illustrations. Each of the volumes is nearly 2 inches thick. It is impossible to describe so important a work in so few words. But we can say one thing: it is a book that every farmer who knows more about his particular line than any other man should have.

SEARS, ROEBUCK & CO., Dept. 161, Chicago, Ill. SEARS, ROEBUCK & CO., Dept. 161, Chicago, Ill.

Form with fields for Name, Address, City, State, and a checkbox for 'I am interested in receiving Farm Knowledge'.

SIMS' OWN STORY

U-53, Which Sank Ships Off Nantucket, Put Out of Business by Sub Chasers

By ADMIRAL WILLIAM SOWDEN SIMS

It was only after much experience that the sub chaser tactics began to work with clock-like regularity.

At first the new world under the water proved confusing to the listeners at the tubes. This watery domain was something entirely new in human experience.

When Dr Alexander Bell invented his first telephone, an attempt was made to establish a complete circuit by using the earth itself; the result was that a conglomerate of noises—mornings, shriekings, howlings and humming sounds—came over the wire, which seemed to have become the playground of a million devils.

These were the noises, hitherto unknown, which are constantly being given out by Mother Earth herself. And now it was discovered that the under ocean, which we usually think of as a silent place, is in reality extremely vocal.

The listeners at the C and K-tubes heard many sounds in addition to the ones which they were seeking.

What the Sounds Meant On the K-tubes a submarine running at full speed was audible from 15 to 20 miles, but louder noises could be heard much farther away.

On the U-53 there was no U-boat in the German Navy which the Allies feared so much as the U-53.



A SUB CHASER'S GUN. These guns were of little value in sinking submarines, for the submarine carried much more formidable pieces. It was on depth bombs that the chaser depended.

he would know that a torpedo perhaps 60 or 80 miles distant had blown up a merchantman, or that some merchantman had struck a mine.

Again he would catch the unmistakable "chug, chug, chug" which he learned to identify as indicating the cautious and slow progress of a convoy of 20 or 30 ships.

Then a rapid humming noise would come along the wire; that was the whirling propeller of a destroyer.

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BOSTON'S FIRST SUBWAY PASSING

Used to Run From Province House to the Water at Church Green—Washington-St Tunnel Cuts Through It

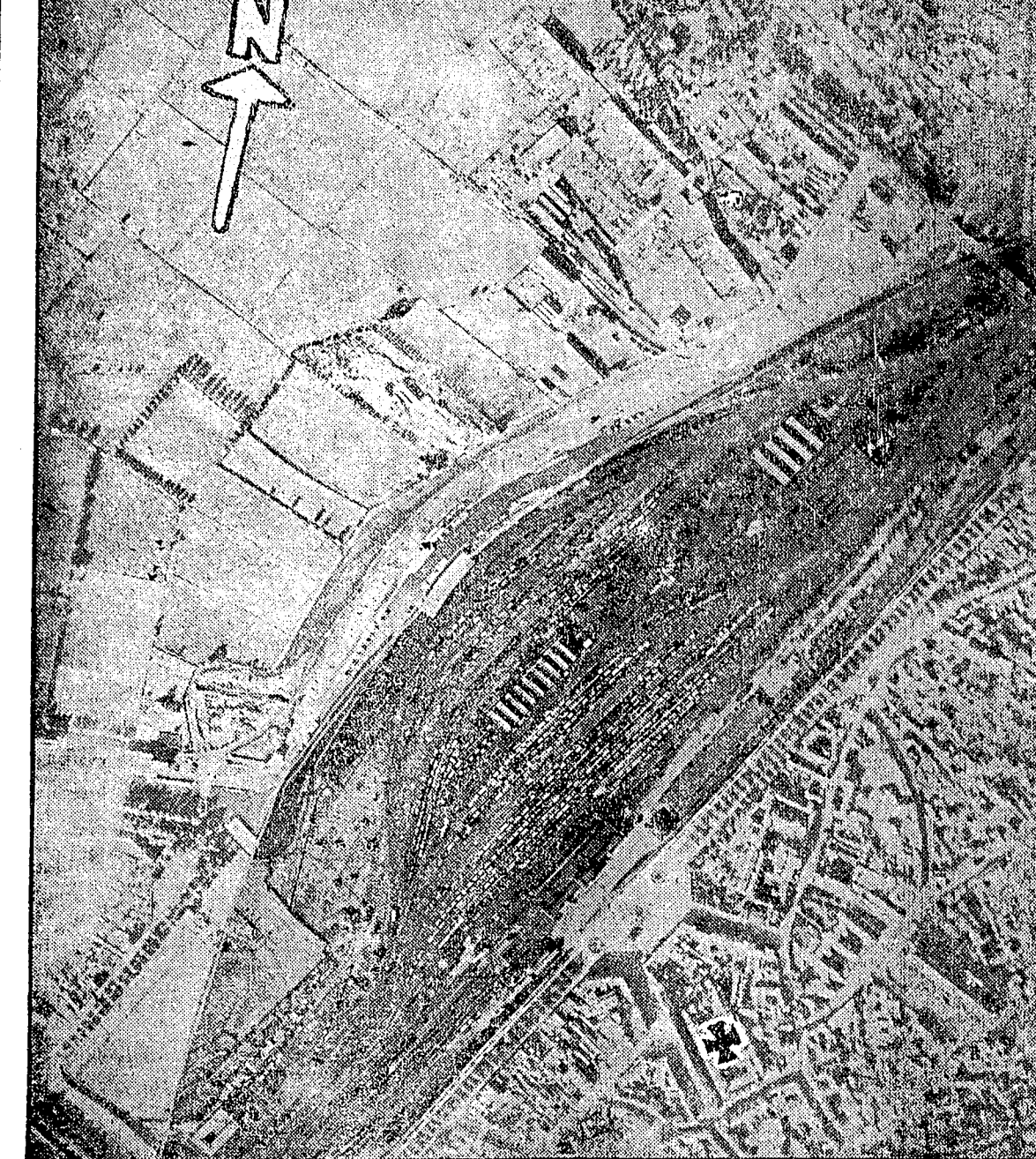


THE PROVINCE HOUSE TUNNEL CUTS THROUGH IT. UNDERGROUND PASSAGE BETWEEN PROVINCE HOUSE AND HARVARD PLACE.

With the passing of the last of the old Province House, to make way for modern business buildings, will pass away, also, the first subway of Boston, a subway which used to run half a mile through what is now the busiest business section of Boston, and which is broken through by the Washington-St. Tunnel and the Cambridge Tube, on its way to the South Station.

INS and OUTS of AN AEROPLANE

The A.B.C.'s of Man's latest method of Racing Time and Distance



As can be seen, the town is to the southeast of the station, while on the other side there are cultivated fields. At the extreme west end of the canal a lock is visible.

Many questions have been asked on how the aviator finds his way on cross-country flights and how he recognizes an objective when he is over it.

To the unexperienced eye a picture taken from several thousand feet up in the air means nothing, as it is very hard to distinguish objects when looking down on them from above.

This accompanying photograph shows a railroad siding somewhere in Belgium which was a very active place several times during the late World War.

On this siding from one side to the other there were more than 50 trucks. In the picture you can see several trains lined up side by side.

When a pilot and his observers are given an objective they first always map out their compass course, and then they study the nature of the ground they have to cross, and pick out some distinctive features by which they can check their course.

If flying by day they see where the railroads lead from their objective and in what direction they run in regard to a compass course. It is very necessary to check all roads by the compass, as every railroad looks almost the same from a great height.

If the aviators were to make their flight by night they would have to give their map a more thorough study and beside would have to learn where the airplane lighthouses were located.

When flying at night, if there is a full moon an acoustomometer can see all the way to the horizon, and you get a few hundred feet off the ground. It is very hard at all times to check much at night when you are flying low.

Any bodies of water with characteristic shapes are a great help to the cross-country aviator, whether flying by day or by night. A peculiar-shaped

forest is also a very good landmark for an aviator, but today the forests are being cut down at such a rapid rate that the pilot or observer must be very sure to keep their forests on their map up to date.

Aerial photography is not an easy thing to read, but this picture will give you a clear idea of what a railroad siding looks like from the air.

Answers to Questions E. G. D.—The Germans by no means have stopped airship construction since the signing of the armistice. They have built a large Zeppelin which they use on daily flights between the Swiss frontier and the German capital, and hope to be able to use the same ship for trans-Atlantic work.

Read next Sunday's Globe and learn more about airplanes and air travel. Send in your questions on airplanes today.

KEATING'S IRISH HISTORY

Another Bostonian, who read with interest the account in last Sunday's Globe of the Jefferson Keating History of Ireland, sends to the Globe additional comments. He is James McLeod of 14 Columbia road, Dorchester.

Mr Keating, according to Mr McLeod, was one of the greatest scholars and preachers Ireland ever produced, and died in 1844. He studied for a long time at Salamanca the wonderful university of the Middle Ages, destroyed by Napoleon.

The Keating history was in Latin, and the best translation is by Dermot O'Connor. It was printed in Dublin in the early 1800's, by the Duffry, for Earl Inchiquin, grandfather of the present Earl. The British government garnered all the copies that were left of this translation, says Mr McLeod.

Farmer Has Fifth of a Vote In Russia the overwhelming majority of people are farmers, and only one of 50 Province have any considerable population engaged in nonrural industries.

Lenine and Trotsky when they seized control knew that if they were to retain their control they must pass it on to others capable of thinking along similar lines. It would be necessary for them to work out a system by which the craftsmen and the men in the army and Navy would have an unfair and undue share in the representation in the Legislative bodies.

TIMBER CRUISERS IN AIRPLANES

Portland Company Buys Two in Which New Timber Lands Will Be Explored

A very up-to-date method is to be employed by the Brown Company of Portland, Me., with offices in that city and mills in Berlin, N. H. and Canada, for cruising new lands in Canada which they have brought up to the method to be inaugurated next Summer.

The Brown Company has purchased two airplanes in the same region as it is exploring these lands, the plan being to have photographs of the territory taken from the air, just as it was done in France during the war.

Demobilizing the Government On the day when the armistice was signed the number of Federal employes at Washington was 117,000, having risen from 57,000 the number when the United States went into the war.

Prince Finds New Fish PARIS—The Prince of Monaco has discovered a new fish which lives at a depth of 2000 feet under a pressure of 200 atmospheres.

Disguised With Sails On the morning of Sept 2 one of these sub chaser units picked up a suspicious sound. A little later the lookout of the Parker detected on the surface an object that looked like a conning tower, with an upright just forward that seemed to be a mast and sail, as it was the favorite trick of the U-53 to disguise itself this way, it seemed certain that the chasers were now on the track of this extremely vessel.

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