

# Western People

112 Columns

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## REVOLUTION IN LOCOMOTION.

### A MONO-RAIL TRAIN.

#### Wonderful Invention of a Castlebar Man.

Mr Louis Brennan, C.B., the famous inventor of the Brennan torpedo, for which he received £110,000 from the British Government, has launched upon the world a new invention of which the possibilities cannot as yet hardly be conceived. All the London papers have devoted columns of descriptive matter, leading articles, and illustrations to the invention, of which he gave a practical test before a distinguished gathering of 600 nobilities in the Royal Society's rooms, Burlington street, the company including Lord Rayleigh, the Duke of Northumberland, the Earl of Rose, Lord Kelvin, Sir John Wolfe Barry, and other great names known to science.

Mr Brennan is a Castlebar man, and son-in-law of Mr Michael Quinn. He is one of a family of brothers all singularly gifted, and was born in the house in Main street, Castlebar, in which his parents, and after them Mr Thomas McCormack, carried on a very extensive business, and where Messrs Lavelle & Co, who took over Mr McCormack's interest a few years ago, are, we are happy to say, preserving the fine old name and honourable business traditions of the house. There were three brothers, Michael, Patrick, and Louis, most famous of all. Michael, who died in his 27th year, developed from early age remarkable artistic qualities, and one day in the Petty Sessions Court, Castlebar, drew a pen and ink sketch of Sir Sir High Executioner on the bench. The sketch was shown to Mr Mann O'Donel, a leading solicitor of his day, who in turn showed it to Sir Samuel, and he became very irate at seeing the mirror held up the nature in a way that did not flatter, and it is said he hurled anathema at the young artist from a battery of big D's. The sketch became famous, and was the means of getting young Brennan an introduction to Lady Tenyson. Lady Tenyson took a particular interest in his future, and under her advice he studied at some of the leading schools in Italy and Germany, but his brilliant life was cut short all too soon, just when he was on the high road to fame and fortune.

The other brother, Patrick, was intended for the Church, but realising the want of the true vocation he emigrated to Australia, where his abilities rapidly gained for him the position of Inspector of Schools. He was so taken with Australian life that he induced his parents and his brother, Louis, to join him there, and it was in this way that the most famous of all the three brothers had his adopted home in the land of the Southern Cross.

Mr Brennan has been experimenting on his invention for some time at his place in Gillingham, Kent, and illustrations are given in several of the London papers showing his daughter seated in a model car travelling over a suspended cable in his garden.

The London "Daily Express," in its notice of what it calls Mr Brennan's amazing invention, gives the following description of the Gyroscopic train.—It is a poor and inadequate thing to say that all the transit systems of the world must inevitably be revolutionised by the Brennan Mono-Railway, the working of which Mr Louis Brennan, C.B., the famous inventor of the torpedo which bears his name, gave before the Royal Society last night.

Across a taut and slender wire there ran backwards and forwards, under the perfect control of the inventor, a vehicle just large enough to carry a man, scaling ten steps. In appearance it was not unlike a miniature motor car devoid of the customary wheels. Not of course, that this strange little carriage was without wheels. But the wheels—small steel ones, set in line along the length of the centre of the car—were beneath the vehicle, and almost invisible.

Thus, to the amazement of every one, as the machine ran back and forth, the car achieved the task of balancing itself on the wire a great deal more steadily than ever Blondin balanced himself on a rope.

This unparalleled achievement in balancing was the result of the application of two gyroscopes, fitted to the car in a manner which is secret to Mr Brennan himself alone. And it is safe to say that this piece of scientific magic will remain as great a secret as the mystery of the Brennan torpedo, which, in 1887, was sold to the British Government for the sum of £110,000.

SUPREME TEST. That the demonstration was not merely an experiment, but a piece of actual work, is clearly shown by the fact that Mr Brennan has frequently placed his daughter as a passenger in the swiftly moving car. No more human feat could be asked.

To a mind gifted with imagination, the possibilities of such an invention are at once obviously without limit. It is, however, sufficiently staggering to deal with the bare practicalities of the concern.

For the work—the immediate work—upon the mono-rail, which balances itself as a bicycle is balanced, its gyroscopes automatically performing the function which the human brain accomplishes in the case of the bicycle, can only be bounded by the confines of the earth.

And it is doubtful if the surface of the world represents the only field of activity open to the principles bound up in the Brennan Mono-Railway. It may be that the gyroscopes which are able to balance a vehicle upon a single rail, attached to or suspended above the surface of the earth, may be applied to the aeroplane; in which case, conquest of the air is at hand.

The best illustration that can be given of the principle of the mono-railway is to say that the divine apotheosis of it is utilised in nature on the grandest scale in steadying the movements of the heavenly bodies on their orbits, while a childish application of the principle is to be found in every top.

The proverbial schoolboy knows that his top will remain upright so long as it is rotating.

TRIUMPH OF SCIENCE. The equilibrium of the car upon the mono-rail is sustained wholly on the top principle. Fitted on the cars are two fly-wheels, which are revolved by electric motors at a high velocity in different directions. To reduce friction, and consequently the motive power required, to a minimum, the fly-wheels revolve in vacuums. So great, indeed, is the energy stored up in the wheels by this means that the driving power is cut off altogether when they are revolving at full speed, wheels will still run at a sufficient velocity to give stability to the vehicle for several hours.

Indeed as contrary as was Mary in the famous poem. It is an active resistor to all efforts to rob it of its balance. Nothing but the act of God, such as a thunderbolt or an earthquake, could disturb the serene equilibrium of this amazing train. And it is the principle of the top that is its triumph.

Its triumph, too, can scarcely be measured at the present moment. Its balance being assured, there is practically no obstacle which it cannot surmount.

A single rail can be hung across ravines and across lakes. A single rail placed on piles can traverse rolling prairie, the equatorial swamp, and the ruggedest and steepest mountain. Along the mono-rail Brennan's train might fly across the chimney tops of thousands of cities; from the pinnacle of one church to the spire of a neighbouring cathedral. It is the nearest thing to flying that man has so far devised. It is the half-way house to the kingdom of the air.

Moreover, Mr Brennan estimates that the length or breath of the vehicle will in no wise affect the principle. Thus in a future it is obvious that the travelling of the train will be vastly better than the travelling of the present.

The countries vie one with the other in producing the most complete and luxurious railways. The railways of the world, with their two rails, will not be able to compete with the railway which has only one.

There will be no jolting, no jarring, no lateral oscillation; and with all this great increase in smoothness, there will be an even greater increase in speed. On the mono-rail a man will be able to travel at a rate which makes one dizzy even to theroise upon now.

The carriages of the present day railways are utterly different from the railway carriages of fifty years ago. Mr Brennan anticipates that the carriages of the mono-rail will not be railway carriages at all as we understand them now. They will be immense affairs.

The carriages of the mono-rail will contain every pleasure of the material kind that life can give. As trains rush over the wire, or over the rail, at fully three hundred miles an hour, there will be music and dancing or skittles or billiards. One may be able to breakfast in New York, read, write, or amuse oneself in any way one pleases, and arrive in San Francisco in the evening, not worn or tired by the racket and the jostle of the journey, but rather refreshed by the exhilaration of its perfect facility and smoothness.

But the principle of the top, which is the secret of the mono-rail, need not only be applied to trains, as the world is understood in its general sense, but to motor cars, cabs, omnibuses, carts, and lorries. All the vehicles in the world to which mankind is used can be made subject to this wondrous, newly captured power of the top.

ANY MOTIVE POWER. Moreover, there is no restriction as to motive power. It may be steam, petrol electricity, gas—any motive power, in fact, that exists. One can see in a flash, therefore, the advantages which would accrue to villages anxious to send their produce swiftly into towns; to pioneers opening new paths for migrating humanity; and to armies sending means of transport on their line of march.

No curve, however sharp, need deter the pioneer mono-rail, as the wheels beneath the new vehicles can be pivoted not merely for horizontal curves, but vertical curves of every grade. Hills need not dismay one. Change-gears will make a mountain side as easy of passage as the plain. To stop the train, even when proceeding at full speed, would be but the work of a few moments, for each wheel will carry its own brake.

And to start will be practically no trouble at all. The gyroscopes will be kept in perpetual motion, that with the comparatively slight resistance offered by a one-rail line, it will make starting a train or a solitary vehicle a simple thing. In all probability the Colonies will see the first mono-railway. Mr Brennan has calculated that for ordinary work trucks can be made twice or even three times as wide as the trucks at present are. An experimental wagon twelve feet wide is already being made.

AUTOMATIC BALANCE. And in these trucks can be stored in bulk goods that now have to be made up into packages and equally balanced. You can cast anything you please into the mono-truck, and the gyroscope will do the rest. There is no such thing as a list to port or starboard.

But possibly the greatest advantage of all is the saving in cost. The absence of friction will reduce the cost of fuel; the single rail instead of the double rail will result in an enormous reduction in initial outlay on material. The fact that it will be possible to build trucks twice the present size should at once reduce freightage by half.

There is indeed apparently no miracle which the gyroscope cannot accomplish—save one. It cannot maintain the balance of a vehicle already stable. By an inversion of the same mysterious principle which keeps a top upright when spinning, the gyroscope will endeavour to upset and overturn those bodies which, already stable, do not need its aid. And you cannot say after contemplating the great blessing that the gyroscope will bring that this is not a just and gyroscopic balancing of a law of nature which refuses to be wholly tamed by man.

## THE EMIGRATION EVIL.

(Special to WESTERN PEOPLE.)

(By HIBERNIA.)

"Ill fares the land, to hastening ills a prey, Where wealth accumulates and men decay." Despite the admonitions that resound from North to South and from East to West against the emigration evil; despite the manifold disappointments which must be the portion of a number, if not the greater number, who now leave our shores; despite the very force of reason which, in its eloquent though silent pleadings, must convince us of the utter impossibility of all making progress in that continent beyond the sea; the exodus is being woefully augmented rather than diminished.

We listen to earnest exhortation, and read the letter or newspaper article against emigration, but the impression we derive comes like a shadow and so departs. We say, perhaps, that emigration is greatly to be deplored, but we make no practical efforts to check and destroy it. We are determined, despite overwhelming evidence to the contrary, to persuade ourselves that America is still the land of sun, shine, milk, and honey for our sons and for our daughters. This title it may have deserved fifty years ago. But times and things have changed, which requires a very profound reflection to discover. The tide of emigration has gone on rapidly increasing for more than half a century, and within that period the exodus from Ireland would itself be almost sufficient to leave its effects on a continent let alone our island home. Ireland no longer holds the field across the Atlantic. Poland, Switzerland, Italy, Germany, and many other countries contribute materially to the influx; and the emigrants from these countries are generally disposed to toil for a sum on which an Irishman would be inclined to starve. This is no mere quibbling; it is pure fact.

I remember some short time ago to have read a pamphlet prepared by an eminent church dignitary, as a warning to Irish emigrants. Having practical experience of America it will hardly be denied that his words deserve the greatest attention. He decries emigration in forcible language; he appeals to Irish fathers and mothers to refrain from sending their children to a land that was already swarming with unemployed, a land to which almost every country under the sun had contributed to overcrowd. He then goes on to give specific instances of young Irishmen having gone to America in the hope of obtaining lucrative posts, but who had been reduced to the necessity of engaging in menial labour. "There had been a time," he continues, "when America offered bright, if not irresistible prospects, but that time no longer is; and it was accordingly for the Irish people themselves to banish the delusion from their minds, and to keep their children at home even in the most straitened circumstances rather than send them far away, where their portion was anything but happy."

And yet the exodus continues, nay increases. Our provincial stations are daily after day the scenes of heartrending cries of distress, the train laden with young emigrants "to reap that fortune which allures from far, yet as they follow flies." The breaking of home ties is indeed a sad spectacle to behold; it thrills one's heart; but when we contemplate whether these sons of Erin vend their way, greater is our reason for regret. Ah, what often waits that poor son there! "To see profusion that he must not share."

The evil of emigration is terrible; it is as it were draining the heart's blood from the human body, for a nation without people is like a body without a heart. If emigration continues to go on apace, therefore it follows of necessity that our nation die. But it is idle to hope to check emigration in the absence of employment for our people. To exist they must labour, and labour at home they have not; therefore, they must seek it elsewhere. It is manifestly clear that emigration is, therefore, a forced evil; it is a dreadful state of affairs, the fault lies in the Government of the country—a Government which remains English at heart, and dead to sympathy for our country. Till Ireland rules Ireland, then and not till then shall emigration cease. "That is to say, as long as England continues to keep this country in servitude, so long shall our poor people go forth over the earth as wanderers."

## FEIS MUIGHEO.

As time moves on the Feis draws nearer, and it promises to be equal if not superior to anything of its kind held in Mayo. The management is in the hands of a capable committee, and unstinted support is forthcoming from all quarters. Although the prospect looks rosy, still there is a lot of hard work before the committee, and they deserve the support of every true Gael in the county. People not immediately in touch with the movement may ask themselves how can I help? They can help in various ways as by giving monetary aid, but apart from that financial side of the question there is plenty of room to render assistance. Anybody interested who has read the Syllabus knows that there is a wide field for competition, and the promoters will feel greatly disappointed if the competitors are not keen and numerous. Here I make a special appeal to the National teachers, since our schools are destined to play a prominent part in the language revival. The literary portion of the Syllabus is so arranged as to give teachers every facility for presenting their pupils in all grades of their study, and each should endeavour to be the proud possessor of one or other of the coveted prizes that are offered. Persons who may not themselves feel disposed to compete can do good by encouraging their friends to do so, particularly the old people, for persuasion and encouragement have a wonderful effect.

It has often been said of persons reading this side of the Shannon that they are a bit backward as regards industries. Feis Mayo has done a lot to improve cottage industries, and anybody who can afford themselves the pleasure of being present at the coming great National festival can see for themselves what Connacht hands can do.

The old Irish airs, sweet, soft, and melodious, that never failed to charm the ear, were gradually becoming less frequently heard previous to the initiation of the revival, and were being supplanted by low class music hall airs. The Gaelic League has taken up the good work begun by Moore, and has created a still greater interest in this priceless National heritage. The music of our forefathers will be heard to our advantage at Feis Mayo, 1907, and the musicians will pour forth their sweetest strains by way of friendly rivalry.

Even by speaking about these things to our friends we can do good and help to focus public opinion on an event of such vast importance towards making Ireland an Irish-Ireland again.

S. T.

## From Shakespeare.

("Julius Caesar," Act II, Scene 2.)

Decius—Cesar, all hail! Good morrow, worthy Caesar! I come to fetch you to the Senate-house.

Cesar—And you are come in very happy time To bear my greeting to the Senators, And tell them that I will not come to-day; I will not come to-day, tell them so; Decius, Cyprianus—Say he is sick.

[The latest Irish Party official list of divisions in Parliament shows that out of 31 divisions Mr O'Kelly took part in none.]

To insure a fine velvet Turf, as seen in our public parks, sow Power's Lawn Grass Seed, composed only of the finest Dwarf Evergreen Grasses, 1s 3d per lb, 2s per bushel, carriage paid. Messrs W.M. POWER & Co., Seed Merchants, Waterford, stock all the best Makes of Lawn Mowers.

## QUERIES AND ANSWERS.

(From the Farmers' Gazette.)

### CAUSE OF DEATH OF CALF.

I had an eight months old calf took sick 1st April—violent staggers appeared, also seemed to have slight cold. I separated him, gave him 15 pints oil, blood the calf, rubbed turpentine over lungs. The oil worked him well and he got a smaller dose the third day he improved greatly the fourth day, the violent fits continued all the time and I gave him up several times, but a little opium in gruel relieved it. His diet all the eleven days he was sick was new milk and linned gruel and new milk and well boiled oatmeal gruel. The seventh day he made no progress, although better and in no pain and at times showing the cold; he was dull and heavy and a very heavy dribble from his nose and mouth, wherever he would lie there would be a pool of fluid. He swelled up the tenth day and died during night. All organs healthy, but slight ulceration of stomach and a large quantity of uncut hay, etc. still in his stomach. Please say did I treat correctly and could more have been done, and what in your opinion was the disease. I never had one of the same. Answer—Your calf suffered from some indigestion; the brain disturbances was due to toxic poisoning arising from the fermentation of the hay etc. in the stomach. Your treatment was so far admirable, but you might have supplemented the purgative by giving at intervals draughts of tepid water in which had been dissolved a teaspoonful of salicylate of soda or hypophosphite of soda.

### CHLOROFORMING HORSE FOR CASTRATION.

You would oblige very much by your letting me know how chloroform is administered to horses in castration? What quantity should be used, and how used? Answer—After the animal has been cast and secured the chloroform is administered by the medium of a muzzle made for the purpose. To produce anaesthesia one to three ounces are generally required, but of course, much depends on the temperament of the animal. Chloroform should never be given except under the personal inspection of a professional man.

### HORSE IN LOW CONDITION.

I have a young horse (working) has been getting thinner every day for the last year. I wrote to you before about him and enclose you your answer. I treated him as you directed; he is no better. Now I am under the impression he has diabetes, as his stall each morning is much wetter than the other horses, but during the day he does not stale very much. Kindly advise treatment. I think he was fed too much on carrots; they are all stopped now. Answer—We are still of the opinion that the primary cause of the low condition of your horse is indigestion. It must be remembered that he has been fed for some time on potatoes and carrots, and as these contain a large proportion of starch and when they are digested, they produce sugar, which they disordered his liver. In all cases where there is excess of sugar, or where it does not get under combustion, it is excreted by the kidneys. We would recommend you to discontinue the hand-feeding and to turn him on to fresh, well sheltered pasture for a couple of months.

### DOCKING YOUNG LAMBS.

Kindly say in your next issue the safest way to dock young lambs? Answer—The method most commonly adopted by experienced breeders is to tie the tail with a clean, sharp knife. There are appliances on the market for docking, but we question if their use is attended with any better results. When the tail is cut it is advisable to dress the cut surface with boracic acid or carbolic oil, preferably the former.

### HEIFER AILING.

I have a three year old heifer that had some trouble passing her urine for the past three months since I bought her. She is at present calved; she seems to get worse since she calved in that respect, though otherwise apparently in good health and giving a good supply of milk daily. Please let me know the method to apply. I gave her a small quantity of saltpetre and spirits of nitre; it did not seem to give relief. I am feeding her with hay, mangolds and crushed oats. Answer—Not having made a personal examination of your cow it is impossible for us to give a definite opinion as to the cause preventing the free flow of urine. It may possibly arise from some disease of the bladder or passage, or be caused by the presence of some small tumour. Under the circumstances it would be better to have her examined by a veterinary surgeon.

### BULLOCK NOT THRIVING.

I have had all winter a 1½ year old bullock not thriving. It has a swelling appearing under its jaw and continues low in flesh, but is not hide-bound; it is very weak and if driven any distance would lie down. It won't take oil cake or Indian meal gruel and only a small quantity of sloed turnips. During winter running out on grass plot and housed at night, and gets hay and sliced turnips and only oats a few. I am intending on 12th May to turn him out to grazing field, and wish to know should I open the swelling under jaw, or is there any other remedy of medicine that I should try to get him into flesh. Answer—The bullock would appear to be affected with some organic disease, most probably tuberculosis. We would advise you to isolate him from your other cattle and to arrange with your veterinary surgeon to test him with tuberculin.

### TREATMENT OF IN-FOAL MARE.

I have a mare with foal timed for 4th July, she has a habit of taking botts or colic; she was posted for eight years. I had her about a month on the grass last year and it appears not to do well with her. She is about twelve years old. Please let me know how to treat her. Answer—Colic is only a symptom of acute indigestion. We would recommend you to house her in a loose box and give her a pint of linned oil. Feed her on bran mash made with boiling water, adding to each 1 ounce of common salt. The following powder might be given night and morning in the mash for ten days—Salicylate of soda, 1½ drs; powdered gentian, 1 dr; powdered ginger 40 grains. She should have regular daily exercise.

### CAUSE OF DEATH OF CALF.

A calf about two months old, perfectly healthy, and in very good condition, died suddenly a few mornings ago. He took his usual feed the previous night and seemed all right. Next morning a servant, passing by the calf house, heard the calf roaring, and on entering found the animal running about the house, knocking himself against the walls and other calves. He was trembling all over; seemed in great agony, and soon fell down exhausted. He continued the following or roaring for a few minutes, at times used to bite at the litter and other objects in his neighbourhood, and then died apparently worn out. I made a very careful post-mortem examination and found all the organs healthy. The stomach and intestines showed no signs of any kind of obstruction, twists or kinks. The kidneys, heart, lungs, and brain seemed normal. I had a somewhat similar case years ago. Answer—The brain symptoms exhibited by the calf point to toxic poisoning arising from acute indigestion. Cases such as you describe are not detected at the outset; usually terminate fatally in a few hours. If observed in time the animal should be given a full dose of castor oil, and if there is much excitement small doses of laudanum or chloral hydrate might be given at intervals.

### [From Farm Field and Fireside.]

#### MARE IN POOR CONDITION.

I have a good-bred six-year-old mare for trap work, which I purchased eighteen months ago off a farm. When I bought her she was plump, round, and in good condition. Notwithstanding she has every care given her, an ample supply of the best food, and easily worked, she looks thin, poor, dull, and generally out of condition. Answer—We can only suggest (while advising you to endeavor to find out what is wrong with the mare) a trial of the following "condition" ball, which closely resembles a much advertised article of great repute in some states—Calomel, 15 grains; powdered Socotrine aloes, ½ drachm; powdered ipecacuanha, 1 drachm; nitrate of potash, 2 drachms; Castile soap, 1 oz. Get half a dozen of these balls made, and give one twice a week until exhausted, but do not continue for longer. Watch the way the mare feeds, supply the best, and keep a sharp look out for worms.

#### MARE MAKING A STRANGE NOISE.

I bought a mare, 13 hands, about twelve years; it has a very large belly, and makes a goggling noise like water running down a drain. Is there any cure for it? It also stinks its neck out and makes a funny noise. Some say it is in foal, but I do not think it is. Answer—The noise in the bowels complained of has no connection whatever with pregnancy, but is indigestion associated with indigestion. Make a change in the diet, feeding largely on the best oats, with a small quantity of bran and chaff, and restrict the quantity of hay, and give one of the following balls twice a week for a month—Calomel, 20 grains; Socotrine aloes, ½ drachm; powdered ipecacuanha, 1 drachm; nitrate of potash, 2 drachms; hard soap to form a 1 oz ball.

## Agricultural Notes.

In the great potato-growing districts of England and Scotland it is generally believed that the best crops are obtained from seed-size potatoes planted whole, and only where there is a large area to plant, or when the supply of seed is short, recourse is had to cutting. When large potatoes are cut for seed, the cut results may be obtained from the cut sets as from seed-size tubers planted whole. When, however, tubers of any size are used, or little more, are cut, the resulting crop may be considerably less than from the cut sets. When cutting is resorted to, it is advisable the planting should be done as soon as possible after cutting, as exposure for some days means evaporation of moisture from the cut surface, with injury to the set. Of course, when large areas have to be planted, it may be necessary to have the cutting done some time in advance.

It is estimated that during the month of May close on 10,000 cattle will be shipped from Montreal to Great Britain.

The fact that phosphatic manures are all-important to the successful growth of turnips is so well known that it is hardly necessary to call attention to the results obtained by applying superphosphate at the rate of 4 cwt per statute acre, the crop produced being such as to leave an estimated profit from the use of the manures of £2 15s 5d per acre. In some experiments continuing over the year '05-'06 the addition of 1 cwt sulphate of ammonia to 4 cwt superphosphate did not increase the crop sufficiently to pay for the extra cost of the manure, and no advantage can therefore be claimed from its use, but the further addition of 3 cwt kainit resulted in an increased profit of 12s and 17s 9d respectively per acre over that obtained from the use of superphosphate alone and of superphosphate and sulphate of ammonia together. The inference to be drawn from these figures is that more satisfactory returns, both as to yield of crop and as to profit, are likely to be obtained from the complete mixture of manures than from the use of an incomplete mixture. A manuring of 6 cwt superphosphate, 1½ cwt sulphate of ammonia, and 4½ cwt kainit resulted in an increased yield, as compared with 4 cwt super, 1 cwt sulphate of ammonia, and 3 cwt of kainit, at twenty-three of the twenty-seven centres. The average profit per acre after deducting the cost of the manures, however, is practically the same for both dressings.

The best known remedy for finger and toe in turnips is burned lime, and on land that is badly infested with the disease, a good dressing of the above material should be given six months before the crop is grown. In the way of manures, the best foundation for turnips is a dressing of farmyard dung, and to this artificial may be added, or if no dung is used the application of the latter should necessarily be heavier. On land that is disposed to finger and toe, it is not wise to use either superphosphate or dissolved bones, and a better phosphate fertilizer would be basic slag at the rate of 4 cwt to the acre, but to get the best out of this it should be applied in the winter or very early in the spring.

A writer in the "Farmers' Gazette" reviewing wool prospects and the forthcoming clip, says—"These country holders who bought heavily last year are not occupying a very enviable position, for I cannot see any chance of their getting out without making a loss. I have said for two months that the top had been touched, and English wool growers will have to consider they have done well if they make current prices. I can see no chance of any advance, nor yet much to indicate a serious fall, and it seems to me that about to-day's rates will be current next month. The large imports of foreign wool no doubt are affecting domestic qualities, and with popular taste running more on to fine wools, there is hardly that "vim" that one would like to see in cross-breds. At the same time spinners are all busy, and have plenty of work in hand for some time to come. Consumption is undoubtedly the safety valve of the market, and prices should not alter a great deal.

There has been and still continues a terrible plague of brown rats in Surrey and Sussex this year—no more destructive visitation could be imagined than that which is just now decimating the game preserves and poultry yards. Vigorous battues have been organised all over the country to exterminate these terrible pests, which within the past year have multiplied in incredible numbers. At certain seasons, as it is well known, a dreadful tidal wave of these voracious little rodents occurs, and if this abnormal fecundity were not rigorously put down, the land would be overrun with them, as it was in Henry VIII's day, when a special edict was passed exhorting "husbandmen" to deal with them without quarter.

The total quantity of pork products which we now receive from Denmark annually is over 1½ million cwt, and of that quantity the average quantity of bacon is roughly about 400,000 sides of bacon per week, the greater bulk of which (says Farm Field and Fireside)

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ST. COLMAN'S FOOTBALL CLUB, CLAREMORRIS.

At a largely attended meeting of this club held in the Commercial Hotel, Mr J. Clery presiding, Mr P. Doble was presented with a handsome silver medal as a souvenir of their regard on the occasion of his leaving for the States. The chairman and Mr M. Cormack in well chosen words spoke in high terms of Mr Doble's interest in Gaelic matters and the esteem in which he was held, and wished him every success in his future career. Mr T. Patterson, captain of the club, then made the presentation. Mr Doble, replying, expressed his gratitude to the members, and said he would long treasure their friendship and this act of kindness to him this evening. Mr Doble on leaving by train en route for the States was escorted to the station by the members of the club, who with many other friends gave him hearty God speed and a ringing send-off.

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