

POULTRY AND GAME

Can get you fancy prices for Wild Ducks and other game in season. Write us for cash offer on all kinds of poultry, pork, etc.

Peerson-Page Co., Portland

We want

**TONS OF DRESSED TURKEYS
TONS OF DRESSED GESE
TONS OF DRESSED DUCKS
TONS OF DRESSED CHICKENS**

We have 25 markets in Portland and vicinity, and we want to supply them with fresh home-grown poultry. (No Eastern storage stock for Smith.) Mark your stuff: FRANK L. SMITH MEAT CO., Portland, Oregon. Place your name and address on the packages. Ship by express to arrive here December 21st or 22nd. Your stuff will be weighed immediately on arrival. We guarantee you the Christmas market price. We do not charge commission. We will promptly mail you our check on the First National Bank of Portland, Oregon. This is surely the best and squarest deal that any reliable firm can offer you. We are paying today:

NO COMMISSION Dressed Fat Veal up to 130 lbs. 13c
Small Black Hogs, 10c
Larger Hogs, 8c and 9c.
Live Chickens, 12c. **NO COMMISSION**

Wild Ducks and Geese, market price. Ship us all kinds of Hides, Pelts and Tallow. We want your produce every day in the year.

FRANK L. SMITH MEAT COMPANY

"Fighting the Beef Trust" Portland, Oregon

Crude Art in Europe.

Americans sometimes think that it is only our country that is troubled with crude art in the form of graceless statues of public men. But occasionally, at least, Europeans are moved to protest against similar afflictions. The statues of Bjornson and Ibsen in Christiania have evoked strong protest, and a movement has been started for their removal. Bjornson's son declares that the statues "look like cheesemongers who have climbed up on a pile of their wares."

Matter of Diet.

"How do you tell the difference between a yacht and a sailboat?" said the girl with the inquiring mind. "By looking into the pantry," replied Captain Cleet. "If she carries plenty of refreshments and seagars, she's a yacht. If it's mostly plain victuals she's a sailboat."—Washington Star.

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Sounds Sad.

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Economy, indeed!
Cautious Investor—"But is the management of the P. D. & Q. R. R. economical?" Broker—"I should say so! Why, they buy all their rails in winter, and lay them in summer, when the heat expands them about a quarter of an inch.—Bazaar.

ANNOYING!

"You are a little Baggage. Said my Grandpa (and he knows) So I'll have to travel with the Trunks." Said Annie. "I suppose!"



The illustration shows a Nine-Foot Stone Road Near La Crosse, Wis.

In writing of cost of roads and value, an expert shows that if 20 per cent of the country's highways were put in good condition, at least \$250,000,000 would be saved in the moving of the crops of the year 1912. This amount would suffice to improve 5,000 miles of roads and thus in the course of five years 250,000 miles of highway would be developed to meet the needs of the farm, so much in evidence. When it is reflected that the average cost of hauling in the United States is 25 cents per ton per mile as compared with only 2 cents per ton per mile in France and Germany and England, the urgent economic need of highway improvement and extension in this country becomes painfully evident.



GOOD ROADS

In road tax. And why not have it? Isn't it about time to quit pouring money into a mudhole? Most roads could have been nicely paved with the dollars they have rust since first laid out. Where has that money gone? Don't cry "graft." Of course there has been too much graft—ah, politics, there's the rub—but there has been no political graft to speak of in connection with country roads. The trouble is the system is and has been wrong. Road building is for the public good; just as mail carrying is. The mail carriers are under civil service, out of politics entirely. They are paid for knowing their business. They must give a dollar's worth of service for a dollar in pay. Why not handle the road problem that way? Remove the road boss from politics and make him pass an examination showing his efficiency. Keep him just as long as he does his work well. Then you will see good dirt roads wherever there is nothing better. Enough money will soon be saved in road tax to macadamize every mile of the main traveled country roads.

COUNTRY ROAD WORK

Very Little Progress Has Been Made in Building.

One Reason is Lack of Business Methods Same as Employed in Many Other Enterprises—Tax Payers' Money is Wasted.

The bad country road is a back number. It is as much out of place and date as the grain cradle or fall thresher. They had bad roads way back in grandfather's time—ever since people began to travel, to haul stuff in modern narrow-tired wagons. They had good roads way back in Caesar's time in the old world. What progress have we made in road building? Very little, says the Western Farmer. Over three-fourths of all the miles of country roads in the northwest are still unimproved. In most states 90 per cent would be more nearly correct. Of course every bit of road gets its annual tearing up by the road officials who draw a salary for calling it road "improvement."

There's a reason why country roads are bad. Can't lay it to the weather or the road material either. As one farmer says: "I have seen in 23 years hundreds of thousands of dollars of tax payers' money expended on the roads in town and country, but after all our roads are still as bad as ever."

As bad as ever—what a comment to make upon the appearance of country homes had it been said that the farms had not been improved in 23 years! But no, the farms have improved, the towns have grown and business places are better than they were 23 years ago, but the country roads are "as bad as ever" after spending fortunes upon them.

The reason is that road building is not done in the same businesslike manner that other things are managed. We have seen the creamery come into existence. We have seen the skilled butter maker turning out cartloads of butter finer than that made by the farmers before the creameries took the job off their hands. Science and business methods have made the change in butter making. But the roads are "as bad as ever" because it is a farmer's job to be done when it suits his convenience. It is done by men who have never studied the science of road building. It is done in a hit-and-miss method, devoid of business principles. This is why hundreds of thousands of the taxpayers' money has failed to make the roads any better. And again we say it is not because of bad weather or poor road-building material. The buttermaker takes bad cream and makes pretty good butter from it because he knows how. Of course he could do better with good cream. Likewise the skilled road builder can make good roads of just plain country dirt, because he knows how. Of course, he could do better with crushed rock and all that. It is not a scarcity of money or of material, but a lack of the right system that is responsible for bad roads.

Dollar for dollar is a good plan. What we want to see is a dollar's worth of good roads for a dollar spent.

Sheep Shelter in Winter. Some farmers seem to imagine that just because a sheep has a fleece to protect it that shelter from cold and frost is not necessary, but they should know that sheep are more susceptible to cold and dampness than any other animal on the farm.

Whitewash Poultry House. It is just as necessary to whitewash the poultry house and clean up around the yards now as to put the stoves in order for winter.

Burning Weeds. You will feel more than repaid for pulling and burning those few remaining burrs that were missed and allowed to go to seed in old nooks and among the corn.

Keep Trees Growing. Trees in the orchard that have not made much growth should not be manured. Keep every tree growing. An old orchard that is past its prime can be set to work again by manure and fertilizers freely used.

Planting Apple Trees. The best time to plant apple trees is as soon as most of the leaves have fallen. The roots being then in an active state, and the ground still retaining a certain amount of heat, they will form new roots before winter, which is a material advantage.

Clean Up the Roadside. The fall of the year is a good time to clean up the unsightly roadside. The dry grass and weeds will burn, and when destroyed cease to become an eyesore all the winter months. Any green bush can be cut and burned with the dried weeds and grass with very little encouragement, and how it will improve the roadside to have this done now.

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Wasn't She a Woman?

"Dat man ober dar say dat women needs to be helped into kerriages and lifted ober ditches. Nobody ebber helps me ober ditches nor into kerriages. And ain't I a woman? I have ploughed and planted and gathered into barns, and no man could head me. And ain't I a woman? I could work as much and eat as much—whinst I could git it—as a man, and bear de lash as well. And ain't I a woman?"—Sojourner Truth.

Makes Good Road.

In the "gumbo" regions of the lower Mississippi valley, where the roads have been the worst in the world, progressive citizens have taken to burning the clay of the soil and spreading this material over the highways. The "gumbo" is so changed by the heat that it presents a fairly hard and mudless surface, even after a heavy rain.

Limit to Foolishness.

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UNCLE SAM TRAINER OF BOYS

Experts Are Lecturing on Scientific Management of Farms—Many Short Cuts Are Found.

Uncle Sam has shown his fitness to teach the Indians, to train the future generals and admirals of his army and navy; now he is showing his ability as a trainer of farmer boys.

There are noticeable benefits to be obtained from his educational methods, writes John Duffy in Leslie's Weekly. The sons of farmers are discovering the value of science in agriculture. They are finding many short cuts to results their fathers worked long to obtain. They are experiencing the need of diversification of crops and the success it brings. They are being shown that the farm is the place for them; that there is health, wealth and happiness in following in the footsteps of their farmer fathers.

Hundreds of boys—in the main sons of parents who are unable to send them to agricultural schools—are gathered together at frequent intervals to hear an expert discuss the latest and most scientific methods of farming and the making of particular crops. To the scientific methods of the experts they are able to bring the results of their own experiences on the farms of their fathers; they are able to receive and exchange ideas and to achieve practical results in a way seldom obtained by the best agricultural schools.

Mothers will find Mrs. Winslow's Soothing Syrup to be a remedy to use for their children during teething period.

Surely Had Forgotten Something. An Eastbourne, Sussex (England) woman recently started on a railway journey with the uneasy feeling that she had forgotten something. This turned out to be correct, for she had to take the next train back to pick up her child, which she had left on the station platform.

Making Glass Tough. Tumblers, wine glasses, lamp chimneys and other glasses may be rendered so durable as to be almost unbreakable by placing them in a saucenpan of cold water and gradually bringing it to boiling heat. Care should be taken that they do not touch each other during the bubbling-up of the liquid.