

# FARM STOCK

## FEEDING FLOORS ARE EASY TO CONSTRUCT

No farmer would deliberately bury in the ground feed intended for stock. But many a farmer lets the stock do this. The old-fashioned method of feeding animals in the open, muddy barn lot really is only a way of letting stock tramp from 10 to 50 per cent of the feed into the ground.

Any farmer who uses this method knows how he has had to transfer the green feed or grain from one place to another as the stock have tramped the feeding lot into a muddy area where the feed is quickly ground into the earth and wasted.

Concrete feeding floors such as shown in the illustration eliminate this waste.

Thousands of concrete feeding floors have been built by farmers throughout the country in the last few years. Every one of them has paid for its cost in a short time in the value of the feed saved.

One of the advantages of the concrete feeding floor is its simple construction. A farmer will not need to have a contractor to do the job for him. With the aid of his regular farm help he can build it himself very cheaply.

All he needs to do is level a piece of ground as large as he wants the feeding floor, then prepare the concrete and lay it, just as he would do



Concrete Feeding Floors Save Much Feed.

If he were laying several sidewalks side by side. It is not necessary even to lay a cinder or gravel base.

The right mix of concrete for a feeding floor is in the proportion of one sack of portland cement to two cubic feet of sand and 3 cubic feet of crushed rock or pebbles. The sand should pass through a screen with a quarter-inch mesh. Pebbles should be clean and should be from 1/4 to 1 1/2 inches in diameter.

In mixing concrete one should be sure to use good water. Water that is not fit to drink is not likely to be fit for mixing concrete—for impure water is likely to cause chemical reactions which will detract from the strength of the concrete.

A feeding floor will be one made of layers of concrete four inches thick. Planks two inches by four inches held in place by stakes, will serve as forms. If there is to be a curb around the edge of the floor, it should be extended about a foot below the ground level. This will prevent hogs from rooting under it and rats will not burrow under it.

After the concrete has hardened for several hours it should be covered with a layer of damp earth several inches thick. This should be kept moist by frequent sprinkling to prevent the concrete from hardening too rapidly.

It is easier to lay a concrete feeding floor in sections, about six feet by ten feet. This also enables the builder to provide expansion and contraction joints.

## Successful Feeder Lives

### With His Flock of Sheep

Last year the writer learned of a feeder who failed to give his sheep the care necessary to make the most out of the feed given to them. This young man has a knowledge of the theory of feeding, having at one time taken a course in it. While, according to report, other feeders around him made a profit his loss amounted to \$3,000.

Close attention is necessary. Regular cleaning of the feed bunks, good water and lots of it, clean bed, salt and kind individual treatment are essentials in feeding. The successful feeder lives with his animals, watches over them and is always ready to provide better feed and other favorable conditions. No one can instruct him exactly, he must learn the details by doing and love for his animals is the first requisite. Animals soon learn a good caretaker. They enjoy to see him come and as he moves among them they take pleasure in his presence.

Feeding live stock is not all theory. The practical is equally important and the man who succeeds must think about his animals and be always ready to do what is necessary.—R. W. Clark, Colorado Agricultural college.

## Protection for Hogs in

### Severe Winter Weather

If given the opportunity, hogs will seek protection from severe cold weather by burying themselves in steaming manure heaps where the temperature seems just right to them. They come out of this steaming heap into the cold for their feed, remaining long enough to thoroughly chill. Besides, they may be found in burrows in the strawstack where often too high temperatures prevail. In such places they crowd badly.

# ROAD BUILDING

## GEOLOGISTS REDUCE ROAD-BUILDING COSTS

How the cost of building Wisconsin state trunk highways is being materially reduced by the field investigations made by geologists, especially through the hunting out and using of local materials, is pointed out by E. F. Bean, assistant state geologist and former professor in the University of Wisconsin. In an article on "Economic Geology and Highway Construction," which has been published as a reprint from Economic Geology.

The increased use of local materials which has been developed by the geologists' road-material investigations has not only reduced the cost of construction materially but has greatly decreased the use of railway cars for hauling road materials, he points out.

Many university geology students have devoted their summers to the geological end of highway work and this, he points out, greatly extended the scope of this work. From the students' point of view, summer field work in connection with highway building has furnished a wide range of field experience.

The first step in the geologist's investigation is to determine what types of road material are available locally for that particular project. He then recommends such local material as may be used to save freight charges or truck haul. Detailed reports are made on the results of the investigations, and estimates are also furnished on the quantity of material available, conditions of quarrying rock or getting out gravel and transportation problems. The aim of such studies is to furnish good road construction at the lowest cost possible without sacrificing service and efficiency.

In addition to the financial saving, the use of local material has the fact bearing on the problem of rail transportation. Mr. Bean writes: "The use of local road materials relieves the railroad of this additional load and liberates cars for the use of coal and other commodities, and in addition prevents expensive delays in highway construction."

## Construction of Modern

### Automobile Roads Gains

That the construction of modern automobile roads and paved streets in this country is gaining in volume year by year is shown by statistics just announced by Highways Information Service, New York. The figures show also that highway contracts awarded during the second half of the year average in volume only about 25 per cent less than those let during the first half and that there is not a month of the year in which a large amount of construction is not under contract.

In 1920 a total of \$530,848,000 in new road construction was awarded in this country. In 1921 the amount was \$630,712,000, an increase of \$99,864,000 over 1920. Last year contracts were awarded to the amount of \$600,428,000, an increase of \$38,716,000 over 1921 and \$138,280,000 over 1920. From January 1 to June 1, this year, a total of \$334,774,000 was placed under contract. At this rate new highways for which contracts will be let during 1923 will cost approximately \$794,000,000, a gain of about \$125,000,000 over 1922.

## Highway System to Meet Big Demands of Traffic

The federal highway system is indicative of the determination of the American people to have a highway system consistent with the demands of the traffic. The system will include nearly 180,000 miles of the most important roads of the United States, so located as to form a complete network of main interstate and intercounty roads. When completed it will tie together practically every city and town of 5,000 population or greater, and a ten-mile zone on each side of the roads will include the homes of 90 per cent of the population of the United States. To encourage the early completion of this system, all federal appropriations will hereafter be spent only on roads which form a part of the system.

## Pan-American Study of Good Road Construction

Each of the Latin-American republics is to be invited to send a representative to study the road building and transportation system of the United States. This was decided on at a meeting in Washington of officials of the Departments of Commerce and Agriculture, the Pan-American Union and Inter-American High Commission and representatives of the motor industry. The investigation is preliminary to a Pan-American motor road conference.

## Good Highways Develop Peru Mines and Farms

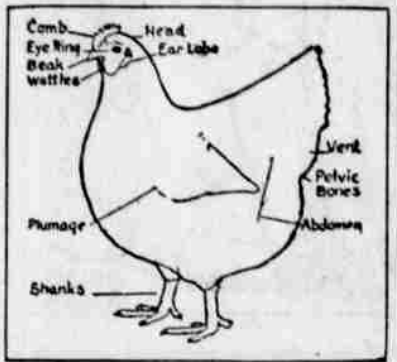
"The touring car and auto truck are rapidly replacing the burro and pack mule which have for centuries carried supplies from the sea coast up, and products of the Sierra down, reducing the cost of transportation by more than half," says the West Coast Leader, Lima, Peru. "The recently improved Trujillo-Quiruvilca highway is developing the region between these two cities in mining and agriculture."

# POULTRY

## CULLING HEN FLOCK INCREASES PROFITS

The first essential for high egg production is healthy and vigorous stock, says H. M. Wells, the extension poultryman, of the University of Nebraska. Birds that have any physical defects should not be kept. The indications in health and vigor are noted by a good bright eye, a bright red comb and an active disposition. The poor layer will generally appear listless, inactive and have a poor appetite. The hen that is first off the roost in the morning, the last on the roost at night, and has a full good crop of feed when she goes to roost, usually proves to be the best layer.

Certain colors or pigment changes also indicate whether a hen is a good layer or not, especially during the summer months after a period of heavy laying. These color changes can



Points to Observe in Picking Out Layers.

be noted in yellow-skinned breeds. The heavy layers can usually be distinguished by the faded-out appearance of the vent, eye ring, beak, skin, and shanks. This is due to the fact that the laying fowl uses up the surplus fat in the body for egg production, using it especially from the skin. The fat carries with it the color pigment so that the good layer has lighter-colored shanks, skin and beak than has the poor layer.

Poultry profits are not based altogether on the number of hens in the flock, but rather on the number of eggs that the hens lay. The elimination of the poor layer from the flock should begin about the first week in June or as soon as the production begins to decrease perceptibly, and should continue during the summer and fall. The accompanying diagram shows the points that should be given special consideration when culling the poor layers out of the flock.

## Avoid Chilling Eggs in

### Gathering for Hatching

(Prepared by the United States Department of Agriculture.)

Eggs saved for hatching should be gathered often enough through the day to prevent any possibility of the germs being killed from becoming chilled, says the United States Department of Agriculture, and for best results should be stored in a moderately cool place where the temperature is between 50 degrees and 75 degrees Fahrenheit. It is not advisable to hold hatching eggs longer than ten days or two weeks before being incubated, and the fresher they are when set the better the chances of a good hatch and strong chicks. It is harmful to wash the eggs intended for hatching, as the pores become filled and the air is shut off from the living embryo.

It is also advisable to test the eggs in each setting for the removal of the infertile ones, which will give a better chance to those that are left. This should be done about the sixth or seventh day. A simple homemade tester can be made in a few minutes from a small wooden or pasteboard box of such size that a common hand lamp, a lantern or a candle can be placed in it. A hole should be cut in the top directly over the flame, and another a little smaller than an egg in one side opposite the flame. The testing should be done in a dark room.

In testing, the light shining through the egg held against the hole in the side of the box, shows the condition of the egg. An infertile egg is clear, while the fertile egg will show a spiderlike formation, a center with long, crooked threads, leading outward, and this formation will float as the egg is turned.

## Feed Sprouted Oats to Poultry During Winter

The poultry raiser who has not yet adopted sprouted oats as a part of the hen's bill of fare, especially during the winter months, is not only depriving his hens of feed that would be relished and which is most valuable in feeding for egg production, but is also overlooking one of the best opportunities to save on the cost of feeding.

## Roads Needed Now.

We heartily approve of any plan that will give us roads now. This thing of dilly-dallying and doing everything except to build roads has progressed long enough. We want to get a program and pursue it that will bring good in every community.—Andalusia Star.

## Much Money for Roads.

The United States has spent more on new highways in the last 25 years than the total capital invested in railroads.

## THAT HONEYMOON

By DOUGLAS MALLOCH

### A HONEYMOON we meant to take; We never took it, did we though?

Mountain or ocean, woods or lake, Somehow we always meant to go, Somewhere we always meant to see, Somewhere that now will never be.

There wasn't anyone to blame: We meant to save, we started to; But times were poor, the children came.

And other things we had to do. Fourth went so fast, age came so soon, We never had that honeymoon.

And yet I wonder? Maybe we Who never went so very far, Who never got across the sea, Nor westward where the wonders are, We may have had, who never roam, A sweeter honeymoon at home.

We never walked a castle wall, We never passed a palace door, To make our cottage seem too small Or wealth a thing to hunger for, No, never far afield we went, But stayed at home and were content.

We know but little of foreign lands, But, oh, how well we know our own! We made this garden with our hands, In every wall laid every stone, However far men's flags unfurled, Here was our harbor, here our world.

That honeymoon we meant to take, Perhaps we had, and did not see. A lot of wealth I didn't make, But I had you, and you had me, Some other lives grow dull so soon, But ours was all a honeymoon.

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## Something to Think About

By F. A. WALKER

### UNDERSTANDING

IT SEEMS to be the unfortunate fate of thousands of likeable men and women to make their entrance and exit upon the stage of life, quietly fold their hands, close their eyes and pass away to another existence without being understood.

They may have been of beautiful character, easy in manners, had an abundance of good looks and kindly dispositions, but for some inexplicable reason they failed to make themselves understood, even to their closest intimates.

Husbands and wives have been known to live together scores of years, endeavoring all that time to understand each other and to be understood, but failed in their effort.

They were strangers living in harmony, adhering punctiliously to the finer rules of courtesy and given in public to the use of endearing epithets, yet in heart dwelling as far apart from each other as the North star is from the Southern cross.

This failure to understand one another is an incomprehensible trait of human nature. It is a source of much unintentional infelicity. Each day the divorce courts give evidence of this prevailing condition in society, which is not by any manner of means confined to any particular set.

It is a common misfortune afflicting all the peoples of earth, like measles or hay-fever, regardless of their social status, accomplishments or wealth.

A poet writes a noble poem which is rejected time and time again, until it finally is cast aside as being unworthy. At his death the verse is discovered among his age-stained companions which, likely as not, had met a similar fate.

An appreciative soul finds it, removes it from its tomb of webs and dust, gives it publicity and the literary world goes suddenly mad over a priceless treasure.

All through his life the writer had been misunderstood.

In much the same way do we misunderstand the worth of our kindly friends and advisers, whom we shamelessly avoid.

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## Has Anyone Laughed At You Because—

You Are Bored by Married Friends!

If you are bored by the married friends' fault, Sic the laughter on them. The wedded folk are so taken up with infants' food, infants' sleep, infants' dress, infants' outings, infants' books, infants' habits, infants' sayings, infants' savings that you are prone to fatigue and thence to boredom. Try and be interested as you will three lines of it begins to break down your resistance. Let them laugh—you do your bit by staying with these masters of infant industry!

So Your get-away here is:

To go and get married—to get even!

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## SCHOOL DAYS



## Something to Think About

By F. A. WALKER

### THE LEADING PARTS

IN THEIR imaginations, the young men and women of these strangely perverted times early reach the conclusion that they are cast for the leading parts.

They are quite sure of their extraordinary abilities as they look about them and take note of their elders plodding day after day in some lowly sphere, from which they seem utterly helpless to escape.

Burdens which their parents are bearing with so much patience, stir in the breasts of these youngsters a spirit of resentment, but never an inclination to take hold and make the burden lighter.

They were not born for such drudgery; it is too degrading.

"The old folk," these supercilious sons and daughters will tell you in a moment of confidence, "are fools to work, pinch and slave as they do. They never should have permitted themselves to get in the straits they are in."

"Look at their clothes, gnarled hands and compare them with ours!"

In short, these ingrates, because of their smart attire and span appearance, are quite sure that their parents are densely ignorant and behind the times, needing frequently to be told to dress better and be more particular about the care of their hands!

Beneath those commonplace clothes there beat the noblest hearts in the world, never tiring in their devotion, never counting the cost of sacrifice made every hour in behalf of thankless offspring, not yet ripe enough in experience and wisdom to understand what is taking place about them.

Their little minds cannot grasp the meaning of the supreme love in the hearts of "the old folk," whose splendid devotion has no counterpart on earth, shining through the darkest night like the glorious stars of heaven.

It is the "old folk" who are playing the leading parts—the kindly parents whose shoulders are bent, whose hands are soiled from toil that their children may have a better start in life than was given them.

Give the "old folk" praise. Cheer them up as you greet them in the morning. Tell them how you love them when you say good night, and hear them bless you in their outpouring joy.

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## Men You May Marry

By E. R. PEYSER

Has a Man Like This Proposed to You?

Symptoms: Impresses you with his "up and comingness." Good-looking, compact, stylish, breathes work and has a healthy interest in it and in everything going on, is a mine of practical information, knows why yeast is being advertised, why eggs are high, who is writing So & So's ads, what artists are now doing ad work, why the best brains are in advertising today, what are the best shows, what are the best eating places, what's going on in business from coast to coast and has his own ideas on inefficiency wherever it is. He is a great worker and a jolly loafer.

IN FACT

He takes the "fishy" out of efficiency.

Prescription to His Bride:

Be ready to pull up stakes at any time. Oil the wheels of your home daily.

Absorb This:

TO THE SURE ALL THINGS ARE SURE.

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## THE SECOND WIFE

By DOUGLAS MALLOCH

WHEN down the west the last lights glimmer, When down the west the sun recedes,

Farther and farther, dimmer, dimmer, Ah, then it is the sad heart needs Again to eastward to be turning To find some star of evening burning.

And it is there. For God remembers That suns go down, and always will, He lights a new light from the embers And sets it high above the hill, So souls that sorrow, souls that need them, May always find new stars to lead them.

"Star of the evening" let me call you, A better name for age's wife, Approaching night could not appall you—

You are the evening star of life, The evening star that God has given, When night is near, to show me heaven.

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## The Young Lady Across the Way



We asked the young lady across the way if she believed in national isolation, and she said she believed she did if England and France would go into it with us.

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## YOUR HAND

How to read your characteristics and tendencies—the capabilities or weaknesses that make for success or failure as shown in your palm.

### CARRIAGE AND MOTIONS OF THE HANDS

THE person who carries his or her hand at the side of the body with the fingers partly closed, but with no effort to hold them closed, while the hand evidently shows life and vitality, is self-contained, cautious and trustworthy. It is a good hand; the owner will meet you half way in confidence and will not be frivolous in character.

In studying the hand, learn to distinguish one that is full of vital energy, springy and elastic, from one that is dead-alive or flabby. In this respect the hand is an invaluable index to the general character of its possessor. "You will find that every pair of hands has eyes," says one authority. "They seem to look at you, asking pity, maybe, for their owners, or they have mouths, and beseech you to hear their story. This study of the impression created by the mere sight of hands must be practiced continually"

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