

OPENING OF CANAL HELPS THE DALLES

The Dalles, county seat of Wasco county, has been on the map since the early days of Oregon, but never in such a pronounced fashion as at present. Here is the focusing point of 2300 miles of territory embraced within the county, and the clearing house for all the trade that originates in the wealthy district.

And the city is well able to care for the business that looks to it, and in addition its citizens are reaching out for a more comprehensive market.

Of the 19,000 people who make Wasco county their home, 6000 reside within the city, the oldest in Eastern Oregon, and one which stands in a position for greater development now that the Dalles-Celilo canal has been completed. Heretofore it has looked to a trade zone embraced in the county and west along the Columbia river. With the canal completed it is now possible for it to make itself a center for up-river markets as well.

With a rich back country only partially developed, The Dalles is bending its energies to attract more agricultural people and at the same time bring the city to the front as a site for factories. In this connection the city offers sites fronting on the Columbia river and on the railroad lines as well, with ferry connections with another great transcontinental system directly across the stream.

Cheap hydro-electric power is available already and in the water if the Deschutes and John Day are added thousands of horsepower that can be made to turn the wheels of industry when the proper time arrives.

Among the manufacturing industries at present can be numbered two big flouring mills, from which 500,000 barrels of flour are shipped each year; a wool scouring mill, creamery, salmon cannery, fruit drying plant and in addition a \$60,000 fruit canning plant is now in course of construction.

Within easy distance are 4,000,000,000 feet of standing timber, which, with the orchard, field and livestock products available, offer opportunity for those who would build industrial concerns.

Situated as it is where both water and rail transportation are present, the shipping problem is easy of solution.

Highway Work Outlined.

Salem—State Highway Engineer Cantine, who returned recently from a trip inspecting the Pacific Highway, announced that the money apportioned by the state to Jackson county this year would be expended on a stretch of road starting at a bisecting thoroughfare which leads to Klamath Falls and extending to the California line. Mr. Cantine said the highway was in fine condition, with the exception of short stretches in Pass canyon and south of Canyonville.

"Work on the Siskiyou Mountain section was started this week," continued the highway engineer, "and it soon will be ready for summer traffic. The section below the California line also will be made ready for tourist travel at once. The engineering and supervision of the work leading from Central Point to the Josephine county line has been placed under the supervision of this office, and I have put men to work. In Josephine county the money apportioned by the state will be used for reconstruction where necessary."

Corvallis Woman Named.

Salem—George Palmer Putnam, private secretary to Governor Withycombe, announced that the executive had appointed Miss Pauline Kline, of Corvallis, a member of the board of inspectors of child labor, to become effective May 21. She will succeed Henry Kundret, of Portland, who was appointed in 1905 and reappointed in 1911. The other members are: Mrs. Millie R. Trumbull, of Portland; Mrs. Sarah A. Evans, of Portland; Mrs. Turner Oliver, of La Grande, and Stephen G. Smith, of Portland. The term of office is five years. There is no compensation.

Mill Plans Are Extended.

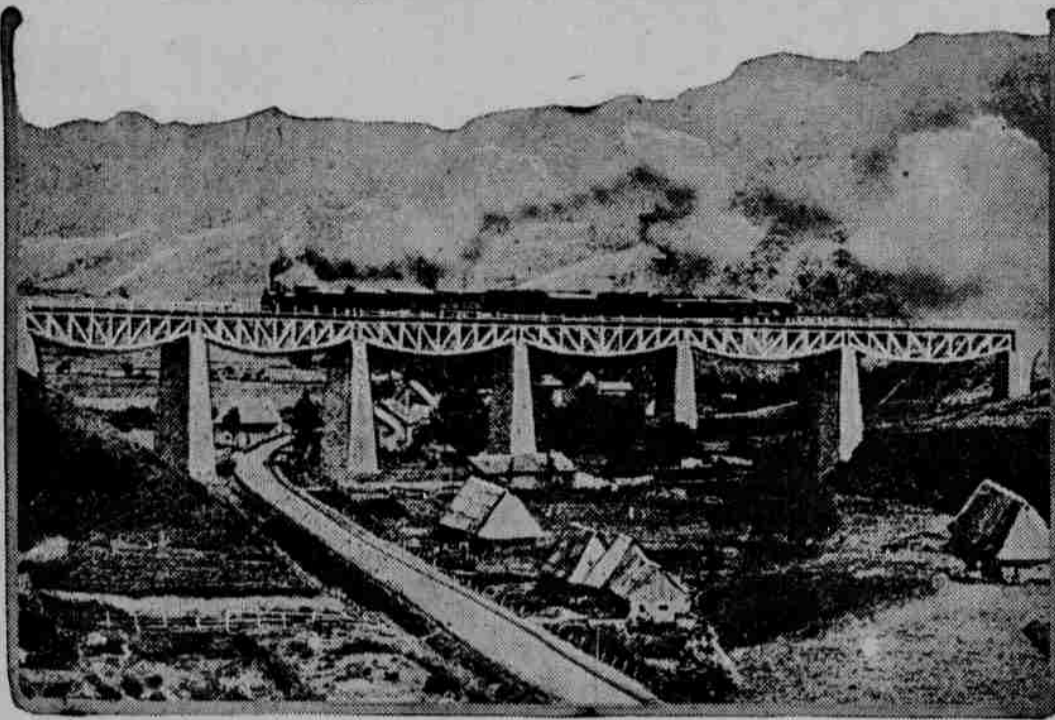
Roseburg—In a letter received here from S. A. Kendall, of Pittsburg, Attorney O. P. Coshow, counsel for Kendall Brothers, is asked to prepare for the incorporation here of a company for handling the proposed railroad from this city to the Cascade forest reserve. In the incorporation papers a provision is asked that the road may be extended across the state to Boise, Idaho. Another feature mentioned in the letter is the fact that Kendall Brothers propose to erect at Roseburg a sawmill of 250,000 feet daily capacity.

Gold Hill Has Big Blaze.

Gold Hill—A terrific blaze destroyed a blacksmith shop, plumbing shop, jewelry store, a barn, a garage and four residences and badly damaged another home on South Front street. The fire started in a barn, near which children were playing with fire.

There was little insurance. The loss is estimated at \$8000.

UZSOK PASS, SCENE OF DESPERATE FIGHTING



A view of the Uzsok pass showing one of the railroad bridges. In the desperate efforts of the Russians to take and the Austrians to hold the Uzsok pass, fighting of the fiercest character took place, with astonishing casualties on both sides. The Uzsok pass is the key to Hungary.

GERMAN BICYCLE SCOUT SQUAD IN POLAND



DECORATED FOR BRAVERY



Miss Muriel Thompson of the British First Aid Nursing Yeomanry corps, who was personally decorated by King Albert of Belgium with the order of Leopold II for her bravery in rescuing wounded men from the trenches under heavy shell fire.

Soldiers' Queer Biscuits.

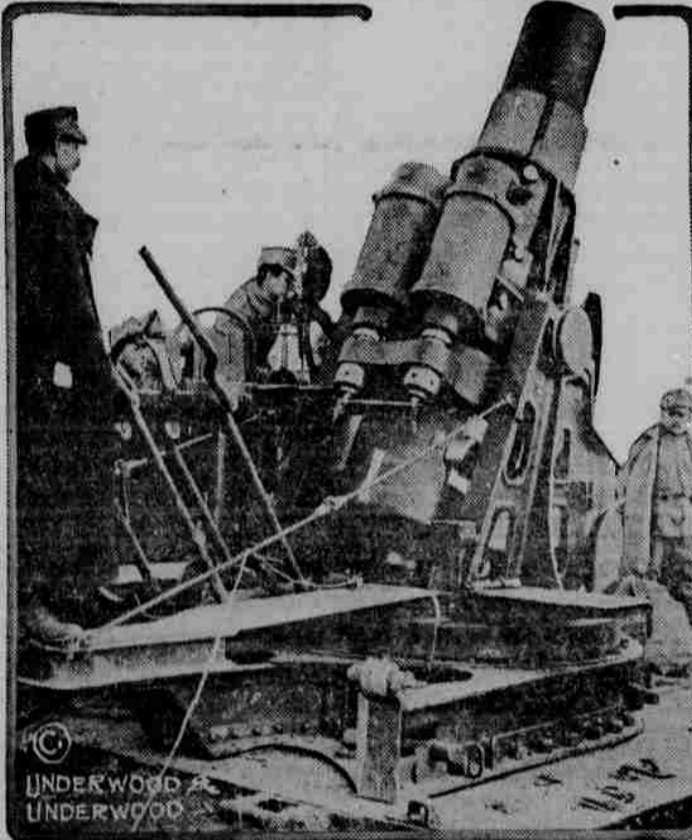
The Indian and Australian can make their own army biscuits; the former is a "chupatty," the latter "damper." A chupatty results from the mixing into a stiff paste by an Indian of flour, salt and water, and baking it on a metal dish over a hot fire. But the Indian cook seems a necessary ingredient to make it tasty as well as nutritious.

Damper needs flour, baking powder, water and wood. A hole in the ground is the oven. Fill it with wood, and while that is burning make your dough. Then lay it on a large stone, cover it with a tin, and cover the tin with the hot wood ashes, and the result will be damper.

Where the Slowest Lead.

When motor trucks loaded with ammunition are dispatched to the front from a depot in the rear of the firing lines, it is now self-understood that the slowest trucks go in front, while the fastest bring up the rear. This was found necessary because of the tendency of ammunition drivers to go at top speed when the call for shells and cartridges comes. If the slow trucks are in the rear of the column, the latter is strung out over miles of road, with great gaps between trucks—offering an inviting target for an attack by reconnoitering armored motor cars or cavalry.—Scientific American.

BIG SKODA GUN OF THE AUSTRIANS



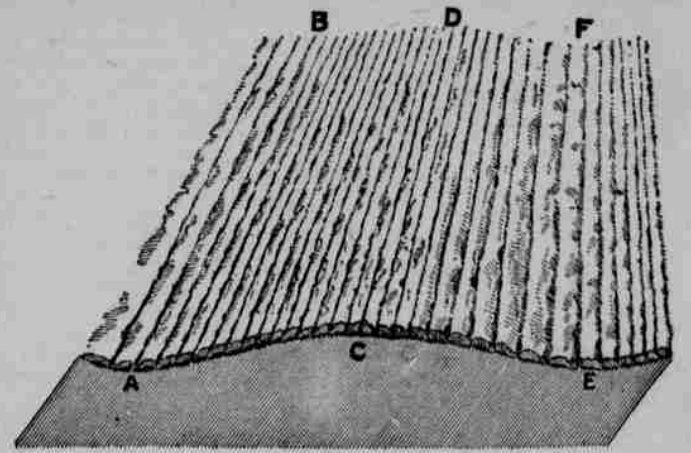
The Austrians have made excellent use of the Skoda 30.5 centimeter guns in the fighting in the Carpathians. One of these guns is shown here about to be fired.

PADEREWSKIS WORKING FOR POLAND



Ignace Paderewski, the famous pianist, and his wife photographed on their arrival in this country, where they are carrying on a campaign for the raising of funds to relieve the distressed people of Poland.

PRACTICAL SUGGESTIONS ABOUT PLOWING



Plowing in Relation to Drainage.

(By O. M. OLSON.)

The depth at which land should be plowed depends much upon the season of the year, the kind of soil and the physical condition of the subsoil. Fall plowing, except for fall-grown grain, should invariably be deeper than spring plowing, as there is more time for it to become sufficiently settled and compacted. Whenever land is plowed quite deeply, and the climatic conditions do not thoroughly settle the furrows, it should be thoroughly worked before it is planted.

Heavy soils need to be plowed deeper than the lighter types of soils. Such soils usually have quite compact subsoils, and they are benefited by being brought to the surface. It is also a benefit to heavy soils to bury the vegetable matter at a good depth, as this will assist in keeping the subsoil from becoming too compact.

Lighter soils are very much the opposite. Their subsoils are usually not too compact, and it is better to have the vegetable matter mixed with the surface soil. Deep plowing of such soils has a tendency to make them too loose, and care should be taken to thoroughly compact them before they are planted to crops.

Plowing land continuously at the same depth every time has a tendency

to form a hard, compact layer in the subsoil at that depth. This is an undesirable condition, and can usually be avoided by varying the depth slightly from year to year. New land, when first brought under the plow, should not be plowed too deeply. While it may be desirable to ultimately have a furrow six or seven inches in depth, it should be brought about gradually, by plowing a half-inch or so deeper every year.

A method of draining fields which has proved satisfactory and inexpensive is "digging the land while plowing."

The plow is started in the middle where two furrows are plowed against each other. By turning the horses to the right when making the turns at C and D, the dead furrows will be located at A and B and E and F. By continuing this system a series of years, the ditches are made deeper year by year. No ridge is formed on the sides of the ditch. By commencing to plow in this way, and by varying the back furrows one year a little to the right of C and D, and another year a little to the left, the dead furrows will be made broad rather than deep, making the fields gently undulate instead of being cut up by deep ditches and narrow high ridges.

BEST FARM BUILDINGS

Too Little Thought and Study Given to Details.

Not Generally Understood That Circular Structure Is Much Stronger Than Rectangular Form—Cost of Material Is Less.

(By W. J. FRAZER.)

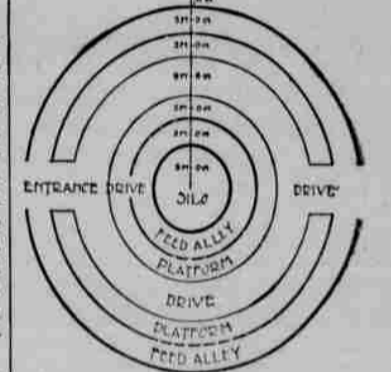
The planning, construction, and arrangement of farm buildings do not usually receive the thought and study these subjects warrant. How many dairymen have compared a circular, 40-foot barn with the common rectangular building containing the same area? How many understand that the circular structure is much the stronger; that the rectangular form requires 22 per cent more wall and foundation to enclose the same space; and that the cost of material is from 34 to 58 per cent more for the rectangular building?

In a community in which everyone is engaged in the same occupation, one person is likely to copy from his neighbor without apparently giving a thought as to whether or not there is a better way.

In comparing a 60-foot round barn with a rectangular barn of the same area, the two barns should afford the cows the same amount of space on the platform. Allowing each cow in the 60-foot round barn three feet six inches in width at the rear of the platform, it will accommodate 40 cows and leave space for two passageways. But in a rectangular barn, only three feet four inches of platform space need be allowed for each cow, and the 78½-

contains space in the center for a silo 18 feet in diameter.

Owing to the fact that a silo is a necessity for the most economical production of milk, a barn is not complete for a dairyman's purpose unless it includes a silo with capacity to store sufficient silage for the herd. In the case of the round barn, the silo is the most economically built inside, but in the rectangular form would cause a waste of space, and for that reason is best erected outside. There-



Arrangement of Cow Stable for Two Rows of Cows Tailed Together—The Barn Is Cleaned by Driving Around Behind the Cows.

fore, in comparing a round dairy barn with a rectangular dairy barn, silo should be included.

The smaller surface on the outside wall of the round barn requires less paint and makes a proportional saving in keeping the round barn painted in after years.

TAKE CARE OF THE MANURE

Shallow Concrete Pit Affords Practical Means of Taking Care of Soil Fertilizer.

The shallow concrete manure pit out of doors is a practical means of taking care of manure and is to be recommended.

Where a manure shed is used it should be so arranged that stock may have free access thereto. In this way the manure will be kept well packed down by the animals tramping over it, and the danger of loss due to burning and excessive fermentation very materially decreased.

Barnyard manure, however, is not a balanced fertilizer for ordinary farm crops; it is relatively high in nitrogen and potash and correspondingly low in phosphorus.

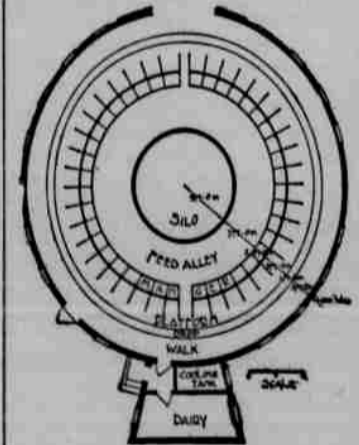
Experiments conducted by the Indiana station show that most clay soils of the state are deficient in that same element, phosphorus. By adding some phosphatic material to the manure as it is produced, we are able, not only to supply the lacking element, phosphorus, but also to fix the nitrogen, to some extent, and thus prevent its escape in the form of ammonia gas.

Maintenance of Sows.

In the maintenance of the brood-sows we have our best opportunity to make use of pasturage, waste feeds, fallen fruits, etc. Not that these things are sufficient, but because roughage, range, bulk, succulence and variety are good for the sows.

Work Together Nicely.

The hog and the dairy cow work nicely together.



Showing How This 60-Foot Barn May Be Arranged to Accommodate 40 Cows in Stalls—To Supply This Sized Herd and the Necessary Young Stock With Silage for Eight Months Would Require a 370-Ton Silo, or One 18 Feet in Diameter and 56 Feet Deep; With a Seven-Foot Feed Alley and a 2½-Foot Manger, the Circle at the Stanchions Would Be 38 Feet in Diameter, or 119.13 Feet in Circumference; Allowing 4½ feet for Two Passage Ways, the Stalls Would Be 2 Feet 10½ inches Wide at the Stanchion, and 3 Feet 6 inches at the Drop.

foot barn, with two three-foot passageways across it for convenience in feeding, will accommodate 42 cows. While the rectangular barn has stall room for two more cows, the round barn