

Alive with the War Spirit

Girl Students of Farmingdale Agricultural School,
Long Island, Felling Trees



Female students are laboring industriously at their work, agriculture, to aid the country in carrying out an effective prosecution of the war. Young women are doing a good share of the work while the opposite sex is lending all energy in patriotic endeavor.

WAR POULTRY PROGRAM

Early hatching, so as to produce fall and winter layers.
Careful selection of breeding stock to reproduce a greater percentage of good types and profitable producers.
To confine mother hens to brood coops for at least two weeks after the chicks are hatched.

To provide free range for both growing stock and layers in so far as possible to stimulate the growth and production and conserve food consumption.

To preserve eggs when cheap for winter use.

Production of infertile eggs as soon as the breeding season is over.

Disposing of surplus cockerels as broilers to conserve grain.

To discourage the marketing of all profitable hens of the general-purpose class until the end of their second year and of the Mediterranean class until the end of their third laying year.

To discourage the marketing of all thrifty pullets as broilers.

To encourage backyard poultry keeping, especially among city and suburban dwellers, thereby utilizing table scraps for the production of fowls and eggs for home use.

To encourage when conditions permit the feeding of a wheatless ration.

The assistance and co-operation of all poultrymen is earnestly desired in order to make this campaign effective. Those interested are requested to correspond with their county advisor or with the poultry representatives in the state for definite information as to how they can assist.

Cigarettes as Anesthetic For the Wounded Soldiers

There is much difference of opinion as to the effect of cigarettes upon the soldiers who smoke them. A scientific investigation is said to show that cigarette smoking has direct effect on the heart, decreasing the smoker's ability to do hard work and to resist fatigue. On the other hand there is evidence that cigarettes keep the men up to their tasks.

Mrs. Charles H. Farnam, a Long Island woman, who has just returned from Serbia, where she spent several years in hospital work and where she earned the rank of sergeant, delivered a lecture one night recently in Brooklyn, in the course of which she said:

"The soul of life in the Serbian army is a cigarette. The men go through the greatest agonies if they have cigarettes in their mouths and never think of the pain. In most of the hospitals there is a shortage of anesthetics. When a soldier is brought in to be operated on they simply give him a cigarette to smoke during the ordeal and he goes through it happily."

It is probable that both views as to the effect are correct; the excessive smoking being bad for the heart, and

the use of the cigarette being soothing and strengthening in time of excitement, trial and pain. The wounded soldier is always given a cigarette, and seems to be helped thereby to bear his trouble with patience.—Mobile Register.

Government Reserves Coal Fields in Alaska to Have a Certain Supply of Fuel

Through the work of the general office and the bureau of mines, government reservations have been designated in certain coal fields in Alaska. These reservations are intended to cover such ground as will provide coal for government use, protect the public from individuals attempting to monopolize coal lands or extort exorbitant prices for coal, and still offer equally good areas in the best-known parts of the fields for exploration by private enterprise.

Experts of the bureau of mines, having to do with this work, state that the leasing units were laid out in comparatively small blocks, which can be worked individually or combined into larger tracts up to the maximum acreage permitted by law. Attention was given to the amount of probable coal of workable thickness in each of these areas, the relationship of the area to possible transportation lines, the quality of the coal and the general conditions affecting mining.

The future of the Alaska coal fields, it is asserted, is still somewhat problematical. Along the entire coast the output will come in direct competition with California oil, the coal fields of Oregon, Washington and British Columbia, and with hydroelectric power. Both the Bering river and the Mantanuska fields contain high-grade bituminous coal suitable for coking and for use in the navy, and the Nenana field contains an excellent lignite, suitable for power or domestic uses, or as a powdered fuel in furnaces.

Experiments have proved that coals from other states on the coast have not proved satisfactory for use by the navy.

With the Sages.

The art of nations is cumulative. Just as science and history are; the work of living men not superseding but building itself on the work of the past.—Ruskin.

Few things are impracticable in themselves; and it is for want of application, rather than of means, that men fail of success.—Rochefoucauld.

However brilliant an action, it should not be esteemed great unless the result of a great and good motive.—Rochefoucauld.

I will utter what I believe today, if it should contradict all I said yesterday.—Wendell Phillips.

WHEAT IS FAVORABLE

Crop Conditions Throughout Washington Show Marked Improvement Over Same Time Last Year.

The entire winter has been unusually favorable for winter wheat on account of the above normal temperatures and adequate precipitation, practically all of which was absorbed by the soil. Many fields, especially throughout the Palouse and Big Bend areas of the state, which had not appeared above the ground by December due to lack of precipitation early in the season and where conditions indicated a duplication of the unfavorable rotting out of the preceding year, have attained substantial growth. Although there has been an unusual winter growth of all wheat throughout the Big Bend and Palouse counties, the plant has not attained the height reached under the most favorable years, and this condition is conducive to weed growth later in the season. There are also occasional fields in the Big Bend, Spokane and Whitman counties and the dry land areas of Walla Walla county, that were sown early in the fall which germinated unevenly and may require partial re-sowing, but the present favorable growing weather will undoubtedly materially improve the appearance of these fields within the next two or three weeks. The condition of fall wheat in Walla, Walla, Klickitat and surrounding counties is exceptionally favorable, especially in moisture.

Spring seeding and planting are now general throughout the state excepting in some of the extremely late areas. On account of the early favorable spring and unusually favorable moisture conditions, many areas in the state are completing spring seeding of wheat this year by the time they began seeding last year.

There has been considerable improvement in the condition of livestock and losses from disease have decreased throughout the entire state.

NORTHWEST MARKET REPORT

Wheat—Bulk basis for No. 1 grade: Hard white, \$2.05. Soft white, \$2.03. White club, \$2.01. Red Walla Walla, \$1.98. No. 2 grade, 3c less; No. 3 grade, 6c less. Other grades handled by samples.

Flour—Patents, \$10; whole wheat, \$9.60; graham, \$9.20; barley flour, \$13@13.25 per barrel; rye flour, \$10.60 @12.75 per barrel; cornmeal, \$5.75 per barrel.

Millfeed—Net mill prices, car lots: Bran, \$30 per ton; shorts, \$32; middlings, \$39; mixed cars and less than carloads, 50c more; rolled barley, \$77 @79; rolled oats, \$76.

Corn—Whole, \$77; cracked, \$78 ton. Hay—Buying prices, delivered, Eastern Oregon timothy, \$27 per ton; valley timothy, \$24@25; alfalfa, \$24@24.50; valley grain hay, \$22; clover, \$18; straw, \$8.

Butter—Cubes, extras, 47c pound; prime firsts, 46c; prints, extras, 49c; cartons, 1c extra; butterfat, No. 1, 51c delivered.

Eggs—Ranch, current receipts, 35c per dozen; candled, 36@37c.

Poultry—Roosters, old, 20@22c per pound; stags, 24@26c; springs, 27@28c; broilers, 35c; ducks, 32@35c; geese, 20@21c; turkeys, live, 26@27c; dressed, 35@37c.

Veal—Fancy, 20@20c per pound.

Pork—Fancy, 21@21c.

Vegetables—Tomatoes, \$2.75 per crate; cabbage, 3@4c per pound; lettuce, \$2@2.25; cucumbers, \$1.25@1.75 per dozen; cauliflower, \$1.50@1.75 per crate; artichokes, 85c@1 per dozen; garlic, 7c; celery, \$3.75 per crate; peppers, 40c per pound; sprouts, 21c; rhubarb, 10@12c; asparagus, 15@17c; peas, 17c per pound; spinach, \$1.25 per crate.

Sack Vegetables—Carrots, \$1.25@1.50 per sack; turnips, \$1.50; parsnips, \$1.25.

Potatoes—Oregon Burbanks, 90c@1.10 per hundred; Yakimas, \$1.25@1.35; sweet potatoes, 8c per pound.

Onions—Jobbing prices, 1@1 1/2c per pound.

Wool—Eastern Oregon, 44@65c per pound; valley, 50@55c; valley lamb, 45@50c; mohair, long staple, full year, 50c; six months, 40@50c; burry, 35@40c.

Cattle—April 16, 1918.
Med. to choice steers... \$11.75@12.25
Good to med. steers... 10.75@11.75
Com. to good steers... 9.00@10.00
Choice cows and heifers... 10.00@11.00
Com. to good cows and hf... 6.00@ 9.50
Canners... 3.00@ 5.00
Bulls... 5.50@ 9.50
Calves... 7.50@12.00
Stockers and Feeders... 6.50@ 9.50

Hogs—
Prime light hogs... \$17.60@17.75
Prime heavy hogs... 17.00@17.50
Pigs... 15.00@16.00
Bulk... 17.65

Sheep—
Prime spring lambs... 20.00
Heavy lambs... 16.50@18.00
Yearlings... 15.00@15.25
Wethers... 13.00@13.50
Ewes... 12.00@12.50

THE NATIONAL ARMY MAN

I'm a National army man;
My name and number in the van
Was call of fate to serve the state
As a National army man.

Take notice, Regular and Guard,
We pledge that nothing shall retard
Our effort great to emulate
Your just fame, sung by every bard.

For what is the great U. S. A.,
Whose call to colors we obey,
But hearthfire ray, and old church gray,
And the friends we meet every day?

And what is the flag of our choice,
At whose flutterings we rejoice,
But mantel fair, fit for the wear
Of the lass with gentle voice?

Sans the fire of the volunteer,
We say with all good will and cheer,
One duty more, to meet the score
We owe to those whom we hold dear.

As a National army man
I'm sure that all my people can
Say, when I die, in pride, that I
Was a National army man.
—Courier-Journal.

O'Connor Cites History in Connection With Troubles of the People of Ireland

If the Irish rebellion had not been followed by its sequel it would have been by this time forgotten and condemned by the vast majority of the Irish people; but, as a matter of fact, writes T. P. O'Connor in *Cartoons Magazine*, when the rebellion was put down by one of those extraordinary blunders so often committed in the management of Ireland by England, dictatorial powers were given into the hands of a soldier of not particularly marked intelligence. He declared he was going to put down sedition and rebellion in Ireland forever. Well, if he had read any Irish history he would have known that that had been said for six centuries. He then proceeded, in secrecy, in the darkness of cells, convicting on evidence not yet published, these unfortunate young men, and then taking them out in batches in the cold, bleak morning and executing them in the back yard of a jail. One of them was so severely wounded that he had to have planks put on each side of the chair on which he had to sit while he was being shot. All these executions produced a profound revulsion of feeling in Ireland and in America.

Now, that is the beginning of the trouble in Ireland. If you read history you will find that there has never been anything so incalculable in its effects upon the human soul as an execution for an ideal.

FOR A LAUGH

Great Falling Off.

"What is the trouble, dear?"
"Boo-hoo! I—I'm afraid Harold doesn't love me any more."
"Ridiculous! Didn't he say if you died he would shed a quart of tears?"
"Yes, but—but—boo-hoo; he used to say he'd shed a gallon."

Another Definition.

"What's an egotist?" asked Three-Fingered Sam.
"An egotist," replied Broncho Bob, "is a man that 'ud stop a regular card game and ask all hands to admire the way he plays solitaire."

No Royal Cracks.

"I wonder why they call golf the 'royal and ancient game?'"
"I don't know. I never heard of a king who could drive worth a cent."

L'Enfant Terrible.

"Your sister's a long time about making her appearance," ventured the young man who was calling.
"Well," answered the kid brother who was temporarily entertaining, "she'd certainly be a sight if she came down without making it!"

Looking Into It.

Mr. Stonibroke—Yes, we've lost all our money, but it was an act of providence.
His Wife—Don't pass the buck. It was your acts of improvidence.

His Part.

"My former maid has not been married a year yet, and already she is taking in washing."
"What is her husband doing?"
"Oh, he's taking in the proceeds."

Hist!

"I guess we're on the trail," declared the great detective. "Yonder is a shepherdess."
"Eh?"
"Now for the crook."

ROAD BUILDING

GOOD ROADS OF THE FUTURE

Steps Should Be Taken Immediately to Provide New Highways and Keep Them in Condition.

While we have a very considerable mileage of so-called good roads in this country, it is an undoubted fact that the greater portion are not of a character to sustain successfully the heavy motor truck traffic that is now appearing on them, and which will certainly increase rapidly in the near future. To meet the new conditions steps should be at once taken to formalize



Re-enforced Concrete Culvert.

a systematic plan not only to provide new roads, adapted to the new traffic, but to maintain them in operative condition. Provision should also be made for the re-building of much of the older mileage. What the nature of the construction of these new roads shall be is a matter for the engineers to solve, but there is no question but that there must be better drainage, better material and very much heavier foundations than have ordinarily prevailed in the past, especially as with smooth road surface the speed of these trucks is sure to be greatly increased. England has had her experience in this matter, for, what with heavy traffic added to lack of maintenance, on account of war necessities, there is hardly a main road in the country that is not utterly worn out, although they have been accustomed to build much more heavily than we have in the United States.—Scientific American.

GUIDE FOR ROAD ENGINEERS

Office of Public Roads and Rural Engineering Makes Public Desirable Standards.

(Prepared by the United States Department of Agriculture.)

In order to assist in bringing about a greater uniformity in the highways of the country and to aid the better roads movement in some states, the office of public roads and rural engineering of the United States department of agriculture has published standard forms for specifications, standard methods of testing materials, standard forms for reporting test results, and standard methods of sampling materials. The publication of the standards was made desirable by the necessity for co-operative work by the office and the states in the carrying out of the federal aid conference participated in by representatives of the office of public roads and rural engineering and of a large number of the states. They are published as department bulletin No. 555 of the United States department of agriculture.

MORE GOOD ROADS REQUIRED

Necessary to Handle Commerce on Account of Inadequate Railroad Transportation.

Railroad transportation is inadequate to handle our commerce, and good roads must be constructed rapidly and comprehensively that truck lines running on regular schedule with stations and terminal facilities, may be established to take care of the immense productions of the land. Production beyond local needs becomes an economic loss if the things produced cannot be delivered to the factory or consumer safely and profitably.

INTERESTED IN GOOD ROADS

Mileage of Gravel and Stone Highways Increasing—Automobile of Great Assistance.

There is widespread and increasing interest in good roads in Illinois. The main traveled highways especially are wide, well graded and well dragged. The mileage of gravel and stone roads is increasing, and a good deal of hard road of a still more permanent character is being built. The advent of the automobile has done much to make good roads enthusiasts of farmers, and with their active interest the work of improvement is progressing rapidly.