

ROAD NEGLECT BY GOVERNMENT

**Railway Man Shows Money Is
Wasted on Highways.**

WILL SAVE FARMERS MILLIONS

B. F. Yoakum Talks to National Convention on Development of Country as Proof That Highways Should Be Improved by National Appropriation.

One of the most interesting addresses delivered before the National Good Roads association at Niagara Falls recently was that of B. F. Yoakum, chairman of the St. Louis and San Francisco Railroad company. The keynote of his address was that the government wastes enough to build all highways and the saving to farmers of millions of dollars. The salient points of his speech were:

"Your organization stands for a duty sadly neglected by the government. Good roads mean more for the people at large than any other public work and add more to the comfort and up-building of the country. They are of national importance.

"Government statistics tell us that it costs our farmers 15 cents more to haul one ton one mile in this country than it costs in European countries. The products of the farms of the United States last year amounted to approximately 250,000,000 tons. The government shows the average haul of a ton was nine miles. This difference of 15 cents a ton per mile represents an additional cost of \$1.35 a ton for an average haul of nine miles. Estimating that two-thirds of the agricultural products of last year were hauled away from the farms, there would have been a saving to the American farmers of \$225,000,000 if our roads had been up to the standard of European roads, not including their back haul of supplies from the stations to the farms. They would also have saved large sums in the cost of replacing and repairing harness, wagons, etc., and in the investment and care of extra draft stock.

"It took three-quarters of a century to build up the American railroads. During the same time little attention has been given to the building up of American country roads. Yet the value of the two to the public goes hand in hand. Food and clothing must be handled between the producers and the consumers over both the country road and the railroad. It is important that the country roads approach the high standard of the railroads.

"The greatest value of good roads will be to the farmers who have not as yet become interested. You have not yet found a way to reach them to properly place your arguments and statistics before them. They need to be shown that the poorest roads are the most expensive roads. They have not been shown that their broken wagons, broken harness and blacksmith bills cost them more than the cost of having good roads. They have not been shown that a four dollar a day team can do twice the work over good roads, which makes that team worth to them \$8 a day. The way to get good roads is to make all the people know them and keep them constantly in mind. The transportation system which carries our food and clothing from maker to user is part railroad and part country road. One part is as necessary as the other. Your organization in its support of the betterment of our public highways should talk in millions instead of thousands.

"We have 2,100,000 miles of public roads. From the best information obtainable there are about 44,000 miles, or two miles out of each 100, under a high standard of improvement. There are not more than 175,000 miles, or eight miles out of each 100, under any kind of improvement. In other words, we have 1,925,000 miles of public roads which are in as poor condition now as they were when they were laid out by our early settlers and pioneers.

"If we build 100,000 miles of public highways annually for ten years and give to this country 1,000,000 miles of good public roads at an average cost of \$3,000 a mile, or \$300,000,000 annually, we will be engaging in a national development the advantages of which in economies, commerce, comforts and enhanced land values none can foretell. We will be accomplishing something worth while. This work of carried on by counties and townships as at present will be very slow. It should be encouraged under a broad, comprehensive plan outlined by the federal government, co-operating with the states. The agricultural department of the government is in sympathy with all things that tend to improve our public road system.

"Your association should have aggressive organizations in every state and have working relations with all commercial, manufacturing and agricultural institutions. While I can speak but for one system of railroads, I feel confident that every railroad of the country will be in sympathy and work in harmony to aid in the development of the country's public highways, with a view of upbuilding and increasing the production of existing cultivated fields and adding new acres that are now lying idle for lack of rail transportation or good public roads to encourage their cultivation."

SAVING EWE LAMBS FOR FUTURE BREEDING

At the experiment station of the Oklahoma Agricultural and Mechanical college, Stillwater, Okla., an interesting experiment in sheep breeding is being conducted under the supervision of Professor Linklater. Three flocks, consisting of fifty Dorsets, twenty-five Shropshires and twenty-five Delaine-Merinos respectively headed by highly bred rams, have been purchased for the purpose of interbreeding and the



Dorset ram shown at the Fall Dales annual show, England. He is a prize ram that has won thirteen firsts and championships.

eventual selection of a type that will more effectively meet the needs of southwestern sheep breeders.

As the Dorset is pre-eminently a mutton sheep and noted for prolificacy and fall dropping of lambs, it is hoped that a cross with the other two strains will produce a breed that combines a good quality of wool and the conformation for mutton purposes; also the dropping of fall lambs to hit the early spring markets. The outcome of these experiments will be watched with interest by stockmen, as the farm sheep is gaining in popularity over the whole southwest and is proving a money maker.

Dehorning Dairy Animals.

Dehorning is now so universally practiced that a grade herd with horns on is seldom seen in this country. Many pure bred herds are now dehorned, and I am sure the time is not far distant when all will be, writes a correspondent of the Homestead. I knew for years before I did come to it that I ought to dehorn my herd, but in 1900 and 1901 I had my best cow and another good one ruined by being gored in the udder, so in the spring of 1902 I dehorned the whole herd, using the clippers. If I had it to do over again I would by all means use the saw for old animals, as much less bleeding results. Since that time I have dehorned the calves when from one to four weeks old, using caustic soda or caustic potash, and when carefully done (and it is no trouble to do it right) it leaves the head in as good shape as on a polled animal and really better, as there is less of the poll.

A society for prevention of cruelty to the soil should be formed to prevent farmers who don't read the agricultural papers from mining the potash and phosphoric acid and selling it without proper return to the land of their equivalent.

Hog Notes.

Regularity in feeding fattening hogs is very important. Hogs know to the minute when feeding time comes and if not fed will fret off part of their previous gain. One thing that cannot be overlooked in the growing of pigs and the fattening of hogs is pure clean water for them to drink.

One successful feeder always gives his hogs all the clean water they will drink before he gives them their grain ration.

Constipation is very rare in a herd of fattening hogs that have all the clean water they will drink.

Pure air, pure water, clean food and a clean place to sleep make hogs profitable.

The Dairy Barn.

The cows, barn, milkman, milk house and separator all must be clean for best results. Take, for instance, the barn in which the cows are kept. If it is allowed to become dirty and full of foul smelling odors and manure allowed to accumulate in it for weeks at a time it would be next to impossible to handle milk in such a barn without bringing it in contact with thousands of undesirable bacteria, as it is in filthy, foul places that bacteria thrive and accumulate by the millions.

Shelter For Hogs.

A very important matter in successful swine growing is good shelter, for, while other animals on the farm may apparently be content to remain out in the cold and rain, the hog invariably selects a nice, warm, dry place. So for the good of this animal do not go contrary to his nature and compel him to expose himself to the elements, but provide for him a comfortable, warm and dry bed.

Gentleness With Stock Pays.

It is a great pleasure to have none but gentle stock on a place. A cross sow or cow is a nuisance besides being dangerous at times. If started right and handled carefully animals are easily taught to be gentle.

A Matrimonial Escape

By ARTHUR W. BREWSTER
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I lived in a gold mining region where a great deal of assaying needed to be done and, being a chemist, set up an establishment where I could do this and other work pertaining to mines. My place was a receptacle for gold dust, large quantities of which were left with me continually.

Miss Rebecca Wright, my typewriter, was a very circumspect young lady. I attempted occasionally to joke with her, but met with no response. On one or two occasions I ventured to say something a bit tender to her, but met with no encouragement. But when a man's mind is set on producing results, especially with a woman, he will not let up until he has accomplished them or is obliged to give it up. What I wished, all I wished at least, at first was to see Miss Wright show a consciousness of my admiration and some appreciation of the fact.

But something happened which led me to forget Miss Wright and any one else except one unknown person. That person was getting away with gold dust in sufficient quantities to ruin me if the leakage continued.

No great quantity was taken at one time. Indeed, what I missed at a weighing had but the value of a few dollars. But I missed these small amounts continually. I had nothing laid up, and the amounts I was losing made up an accumulating debt. I set a watch on every one connected with the establishment except Miss Wright. I did not propose to have any one spy upon a girl who had every evidence of rectitude.

Then the stealing ceased for awhile. I began again to think of my stenographer and, yielding to pique, recommenced my efforts to break through that iciness which characterized all her actions toward me. She accepted my attentions, but passively. She even permitted me to retain her hand when I took it in mine on meeting her after a brief absence. Matters progressed between us until I came to driving her out occasionally. I was not especially in love with her, though I might have been had she received my attentions more warmly. It was with me rather a matter of curiosity, though since I lived a lonely life in a country where there was little of woman's society I often thought of marrying Miss Wright. If I could gain her consent, for the sake of a home.

Then suddenly the leakages in gold dust recommenced. I charged several persons in my employ with being the thief, hoping that some one of them would break down under the accusation and confess. Among others I accused the woman who kept my premises in order. She turned on me like a fury.

"If ye want to know where yer gold dust is goin' I'll tell ye. The young laddy ye're drivin' out and sayin' sweet things to is reliev'in' ye of it."

I was too indignant to ask her a single question as to what ground she based her charges upon. Indeed, I feared Miss Wright might hear her, and to be charged with such a crime would break her heart. I therefore dismissed the allegation with contempt and from that time felt more tender than ever toward the injured girl.

Indeed, I was daily becoming more and more inclined to enter into a matrimonial partnership with Miss Wright. I grew more and more demonstrative, in many ways indicating my intention. Miss Wright's demeanor underwent no change. She would permit me to encircle her waist, to kiss her; but, as for responding, she made no response whatever. I confess that this excited my amour propre, though at times I felt inclined to cease my demonstrations, feeling that I might as well caress a stone.

One evening I was sitting on a sofa beside Miss Wright, our heads very near together. I asked her why she was so unresponsive. She said she didn't know; she had always been called unresponsive. I wished to propose to her, but she was so cold that I couldn't bring myself to do so. Though my arm was about her waist and her head rested on my shoulder, still there was no love current running between us.

That night on taking off my coat I saw something glitter on its shoulder. I recognized particles of gold dust. It struck me at once that the particles were where Miss Wright's head had been. Then a terrible thought came to me. Was the woman I was thinking of making my wife a thief? Was she carrying away the dust in her hair? I did not sleep much that night and the next day went away for a brief season, employing a woman to spy on Miss Wright. When I returned my detective reported that every night the girl washed her hair and poured off the water in the bowl, leaving a sediment, which she scraped together and put in a little box.

Not for worlds would I expose one whom I had so nearly asked to be my wife. I went away again, leaving a note for her informing her of my discovery and telling her not to let me find her when I returned.

I have tried in vain to make up my mind to propose to some other woman. My mind has been so warped with this one experience—the narrowness of my escape from marrying a thief—that I am forced to be unjust to the rest. Perhaps some day I shall really fall in love, and that will end my suspicions.

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