

Forest Service and Good Roads

THE FOREST SERVICE has just entered upon the systematic construction of good roads within the National forests.

For the past two years the agricultural appropriation bill has contained a clause which made available for road purposes 10 per cent of the net receipts from the National forest income, but the work done up to the present season has been more or less preparatory in nature. This season, however, steps have been taken which will bring the work under more systematic management.

A road engineer, from the office of Public Roads, has been transferred to the Portland office of the Forest Service to supervise the work of road building. His initial work has been to inspect all the existing roads within the National forest boundaries. Next, he will study local conditions, with a view to possible traffic and the cost of construction. Then he will plan additional roads. The carrying out of this plan will result in a net-

work of first class highways, to be built and maintained in accordance with the most modern and efficient methods of road construction and management.

The Forester has approved projects for the fiscal year ending June 30, 1915, several of which have already been started, such as the Prineville-Mitchell road, and the Mackenzie road.

The amount available for District 6 (Oregon, Washington and Alaska) from the federal fund this year is approximately \$40,000, which is augmented by an equal amount contributed by the counties in which the work is to be done. This program will be followed out each year. It will not only facilitate the administration of the forests and make them more easily accessible to all users, but it will result in far-reaching benefit to those living in and adjacent to them.

It is aimed to build these roads in such a way that they will connect with existing or projected state and county roads.

Automobile on the Farm

FROM being a plaything for the rich, the automobile has become a safe, practical and very useful implement for the farmer. If there is any man who can make the auto a utility machine it is the farmer. If there is any one who needs an auto for pleasure more than any one else it is the farmer. By its distance is shortened and many hours of time saved. Comparatively few farmers have kept a team for driving only. In the busy seasons the horses are all pressed into service in the fields and the family do not go away from the farm except as a necessity. They don't like to drive a jaded team nor can they take a team from the field for a pleasure ride.

The auto brings farmers closer together, enlarges the neighborhood, promotes social intercourse and unites the farm and the country in a more complete way and is wiping out the lines of distinction between country folk and town folk.

As a rule the farmer is a more careful driver than the city man and of consequence his repair bills are very much less. Most of the minor repairs the farmer will make himself.

The possession of an auto gives added power to a man just as do good clothing and the appearance of well being. It is said that clothes do not make a man, but that is only partially true. There is some psychological factor that gives a man more power and personality when he feels he is well dressed. The possession of an auto has much the same effect on the farmer and his family.

It is said by some croakers that when a farmer gets an auto he spends his time gadding about the country and neglects his work. The facts do not bear out the croak. The man who will do that is usually found to be no good in the first place. When the farmer has to be tied to his job he is a mighty poor specimen of a farmer.

Rural sociologists who are trying to build up good, wholesome country community interest should not overlook the part the auto will play in their plans. The units of social activity will be very much enlarged and the horizon of the farmer very much widened. His experience will become fuller and richer.

May the time speedily come when every farmer may own an automobile.

Best Methods of Using Harrow

AFTER your ground is plowed, what next? Just here is a point many farmers disagree upon, as far as grain land is concerned.

If you sow before harrowing, the harrow pulls clods of earth on top of some of the seeds and the plant fails to come up. You also fail to level off the ridges and fill in the dead furrows.

If you harrow before you sow you secure a finer seed bed and you have a more level field. Then by harrowing again after sowing you fail to cover all of the seed and your horses trample the ground just twice as much.

The whole problem depends almost entirely on the condition the land is left in by the plow.

If you have used good judgment in the selection of a plow, used this implement properly when the ground is in the proper degree of moisture, the field will be level and smooth enough to sow your seed at once.

The best harrow is a steel one with teeth which can be changed from a position slanting at a slight angle forward to a wide angle backwards. The advantage of being able to shift the angle of the teeth is to allow the harrow to dig into the ground if it is desirable or to just skim over it. In weedy ground the harrow with the teeth set at a slight angle backward will do good work and at the same time allow the weeds to work clear, preventing the harrow clogging. With the teeth laid almost flat backwards you can break up the crust which often forms after a rain and which will bake hard and prevent the seed from coming through. If set a little straighter the harrow will be very useful for kill-

ing young weed growth. With the teeth laid flat and some weight put on each section the harrow makes a fine leveler and clod smasher.

To do the best work the team must walk fast. Do not get too large a harrow and overload your horses. A harrow eight feet wide is enough for the average team. Harrowing is harder on horses than plowing. Do not try to do too much, but what you do, do well.

There is a vast difference in the way harrows hold to the ground. Some makes will persist in just scratching the surface, while others seem to try to get closer to the earth all the time. Make a study of the different harrows in use and get the one that suits your conditions best.

Harrow the way you plowed. Follow the plow. Never harrow against the plow furrow. It pulls up clods and weeds and often leaves the ground worse than if you had not used the harrow at all. In cross harrowing grain turn sharply at the end of the field and go back, lapping one tooth only on the ground just harrowed. In this way you trample less ground. When harrowing in an orchard turn so as to take in two rows of trees. By making a short turn you are liable to bark some of the trees. A specially made orchard harrow is best for this work, and if you have an orchard and open fields an orchard harrow will do all the work of its kind required on your farm.

Always remember one thing—keep the harrow teeth sharp.

If fowls are compelled to roost in foul and damp houses it causes illness.

ROADS SHOULD BE CROOKED.

GOOD ROADS in the future should be built on the zig-zag plan for the avoidance of hills and steep grades, the federal offices of good roads announced recently in declaring that the lives of horses and automobiles could be lengthened thereby and the cost of hauling reduced materially. The experts contend that "the longest way around often may be the shortest and most economical way home," and deery the natural tendency to build straight roads whenever they must breast heavy grades.

It Finds Your Trouble at Once.

A device recently invented is said to reveal at a glance any trouble in an automobile engine. The instrument is an electrical device, and in cases of motor trouble it shows where the fault is, whether it is electrical or mechanical. By means of it troubles that ordinarily require hours of investigation by expert mechanics are shown at a glance.

THROWING AN ANIMAL.

BY USING the following method a 12-year-old boy can throw or cast a ton animal very easily:

A half-inch rope is needed, about 30 feet long. Make a loop large enough to fit over the animal's neck back at the shoulders, then stretch the rope straight over the back to a point just behind the front legs, carrying it around the body of the animal, and take a half-hitch on top of his back. Next run the rope back to the withers, bring it around in front of his hind legs, and take another half-hitch on top of his back. Then pull on the rope and see the animal lie down. But he should first be tied to a stout post or stake.

Friction with a rubber brush or a Turkish towel is good for dry skin, as it stimulates the glands.

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