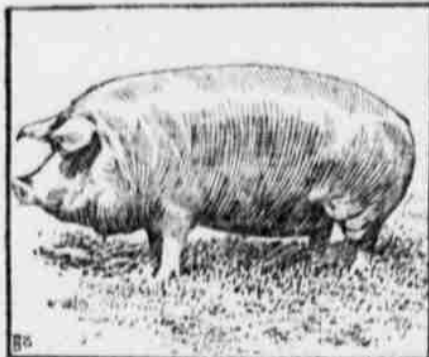


A POPULAR TYPE OF HOG

Duroc-Jerseys are probably found in all the states and some parts of Canada. They are kept in large numbers throughout the corn belt, and their strong constitutions enable them to stand heavy corn feeding well. In the south they adapt themselves easily to climatic conditions and are probably one of the best breeds for that section. They are red or sandy, with slightly dished face and lop ears. They are not so large as in former years, but there is no great difference between them and Berkshire or Poland-Chinas. There is considerable variation in the types found in different localities, but in general the Duroc-Jersey is a very good hog, matures early, makes economical use of food eaten, is active and hardy and adapted to conditions from pasturing to heavy corn feeding. Duroc-Jerseys cross well with a number of breeds, notably the Poland-China, and do well to grade up native stock. Some claim the meat is rather poor, but slaughter tests hardly bear



OUR CHOICE, DUROC-JERSEY SOW.
Grand champion, Illinois state fair, 1906. This out, in breeding qualities Duroc-Jerseys stand high. This is one of their strongest points. The sows are good mothers, rear large litters, and the young pigs are quite active and hardy, says John B. Gentry of Indiana in Ohio Farmer.

The American Duroc-Jersey Swine Breeders' association, T. B. Pearson, secretary, Thornton, Ind., and the National Duroc-Jersey Record association, Robert J. Evans, secretary, Peoria, Ill., were established in 1889 and 1890 to protect the interests of the breed.

How the Mule Makes Good.

The writer by no means thinks that the mule should replace the horse on the farm. The mule's place is on the large farm, where hired help is employed. On the small farm, where one does most of his own work and has his sons to do it, the horse will likely give the best satisfaction. But where the teams have to be turned over to hired help the mule will be found more economical in that it will stand abuse better, is liable to get hurt, and improper care does it less harm. The mule will not drink more water than is good for it when warm, while the horse will be seriously hurt if watered when warm. Likewise in feeding, the mule will not eat more than is good for him when warm, while the horse will. The mule will never get into a wire fence and get cut up. Even in a runaway the mule does not often get hurt. The mule is also quite free from disease, due in a large measure to the animal's care in eating and drinking. The mule is also longer lived than the horse. The breeding of mules is in some ways more profitable than breeding horses, as the mule colt needs less care, is less liable to get hurt, as it has a keen sense of danger.—W. C. Palmer, Indiana.

Decline in Cattle.

There is now an unusual scarcity of cattle on the farms of Ohio and little or no prospect of any increase in the near future. But one thing can result from this condition of things, and that is an impoverished soil and later on an impoverished farmer. If any one will look up the facts as found in our statistical reports on farm conditions he will get his eyes opened to a few facts that will set him to thinking. Nearly all kinds of live stock are declining in numbers in the state. This decline, especially in cattle, is largely due to the prevalent idea among farmers that it is either too risky to feed them or that it don't pay to do so. This decline in live stock seems to be associated very closely with soil conditions, for it seems that our average yields of grain are declining also. If we would restore our live stock industries we would find our grain yields increasing.—Cor. Ohio Farmer.

When to Slaughter.

Cattle are fit for beef at eighteen to twenty months if properly fed, though meat from such animals lacks in flavor. The best meat will be obtained from animals from thirty to forty months old, though they may be used at any age if in good condition. A calf should not be used for veal under six weeks of age and is at its best when about ten weeks old and raised on the cow. There is a law in most states against selling veal under six weeks of age. Hogs may be used at any age after six weeks, but the most profitable age at which to slaughter is eight to twelve months. Sheep may be likewise used when two or three months of age and at any time thereafter. They will be at their best previous to reaching two years of age, usually at eight to twelve months.—Andrew Boss, Minnesota.

Health For the Swine.

The time for hog troubles is close at hand. The fellow who is too busy to use a disinfectant occasionally, and by this method keep the swine free from lice, and who thinks his hogs are as well off in a dry lot as they would be with the range of a clover field, will likely be the first one in his locality to howl "Cholera!"—Farm Journal.

GOOD ORDER CLUB.

Plan of a Neighborhood to Keep a Block Clean.

The efforts of Kansas City's mayor for a clean city are to be re-enforced by at least one local organization, says the Kansas City Star. A good order club is organizing in the block on Cherry street, between Thirteenth and Fourteenth. Oscar Sachs, insurance agent and householder in the block, is the organizer.

Mr. Sachs has long been interested in the clean city project. He has naturally kept his premises clean of loose papers, and he has urged children in the neighborhood to keep things in order. He recently addressed this letter to every householder in the block:

Dear Friend and Neighbor—Our new mayor, Mr. Bourdley, and the city officials make every effort to make our city a clean city, a city in which to live shall be a pleasure. To accomplish this they need the co-operation of all well meaning citizens who have the welfare of our city at heart.

Let us start right now, neighbors, to our block on Cherry street, between Thirteenth and Fourteenth streets, and do our share to accomplish the above named purpose—namely, to keep our block clean and free from papers and all other refuse that heretofore has been carelessly thrown on the street or swept by the wind in our block.

Let us pick up every piece of paper that we may find in front of our houses and tell our children to do the same and not to throw anything on the sidewalks and street, but burn it up or keep on ash pile or in garbage can until it can be properly removed. By such means we will set our fellow citizens a good example and encourage strangers to come to us and make Kansas City a greater and a model city.

P. S.—Kindly hand this letter to all tenants in your house.

Mr. Sachs' name is affixed to the letter, with those of three of his neighbors, to whom he disclosed his plan. The other signatures are those of Milton A. Wengert, Charles Bishop and Henry Brueggeman.

"I have great hopes for my 'clean up club,'" said Mr. Sachs. "I have for many years been attentive in my own way to the work of keeping my small personal part of Kansas City clean. Now there is an additional incentive. Today I glanced down the alley back of my house. It was clean and more orderly than it had been for years. It was cleaned by the city—swept by the police of the new mayor. The sight encouraged me. I think my neighbors and I should make a special effort to assist the city administration in this admirable work of making a clean town."

SUBURBAN BETTERMENT.

Undertakings For an Improvement Society to Contemplate.

Local history is to be recorded by a town improvement society, notable sites are to be marked and interesting as well as beautiful architectural legacies from the past preserved. The school and its surroundings are to be beautified, and the churches, as semi-public structures, should exemplify civic virtue in the outward aspect of their property. The fixtures of the streets—their name signs, guideposts, the lighting apparatus, the trolley pole, the town bulletin board—all these may well enlist the society's enthusiasm, for there are artistic designs to be secured. Prize competitions may be inaugurated to arouse the dormant interest and stir the civic spirit of those who have the ability to design artistically, and in some cases—as in that of the trolley and light pole—a design has now happily been already made, and there is need only that the proper apparatus be secured. Finally there are the private houses with their gardens, these giving to the town their most persistent characteristic. The society has no right to intrude upon the home, but many homes will be comprised within the direct influence of its membership, and it may yet more broadly exercise some persuasiveness.

This is a long list of undertakings which it would be entirely desirable for the improvement society to contemplate. It comprises the undertakings that are best worth while, and, offering scope for every conceivable interest in the membership, it ought to leave no energy for a misdirected zeal in cleaning streets, inviting skyscrapers, mowing the lovely growth on rural roadsides, magnifying the railroad's civic prominence, tearing up good board walks, cutting down trees on the "business" streets and doing various other unwise things through loyalty to a city instead of to a town ideal.—American Homes and Gardens.

Progress Made in Louisville.

The efforts of the Commercial club and of the local members of the American Civic association to arouse interest in a more beautiful and picturesque Louisville are meeting with success. The club arranged a series of lectures, accompanied by stereopticon views on the work that has been done in other cities, which are being given in the Male High school building. These views were taken mostly in Dayton, O., and the vast improvement in the appearance of the town is shown by the "before and after" method. One picture shows a desolate yard of trodden ground and the next a beautiful flower garden which has sprung into life through the agency of a little plowing and sowing connected with the ever ready help of nature. School buildings with beautiful vines and plants were shown, and the object was to arouse a strong desire in Louisville to have as many and as pretty flowers and shrubbery as any city in the country. Few attended these lectures and saw the scenery of Dayton without a feeling of jealousy.

Power of Example.

Clean up the street in front of your residence or place of business and your neighbor will do likewise, says the Memphis News-Schmitt. There is nothing more true than the old adage, "One improvement begets another."

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Effective May 29th, 1906.

9:15 A. M. Lv. a	Reno	Ar. 5:35 P. M.
11:50 A. M. Lv. b	Plumas	Lv. 2:45 P. M.
1:12 P. M. Lv. b	Doyle	Lv. 1:12 P. M.
2:18 P. M. Ar.	Amedee	Lv. 12:01 P. M.
3:00 P. M. Lv.	Amedee	Ar. 11:15 A. M.
3:20 P. M. Lv. c	Hot Spgs	Lv. 11:00 A. M.
7:30 P. M. Ar. d	Madeline	Lv. 7:15 A. M.
1:20 P. M. Lv.	Plumas	Ar. 12:45 P. M.
3:00 P. M. Lv. e	Beekwith	Lv. 11:05 A. M.
4:55 P. M. Ar. f	Mohawk	Lv. 8:45 A. M.

a Connections made with East and West bound trains of S. P. Co.

b Stages to and from Milford, Jameville, Buntingville.

c Stages to and from Standish and Susanville.

d Stages to and from Eagleville, Cedarville, Fort Bidwell, Adin, Alturas, Lakeview, and other points in Oregon.

e Stages to and from Genesee, Taylorsville and Greenville.

f Stages to and from Johnsville, Cromberg, and Quincy.

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" Sioux City.....	\$62.00
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FEDERAL ROAD WORK

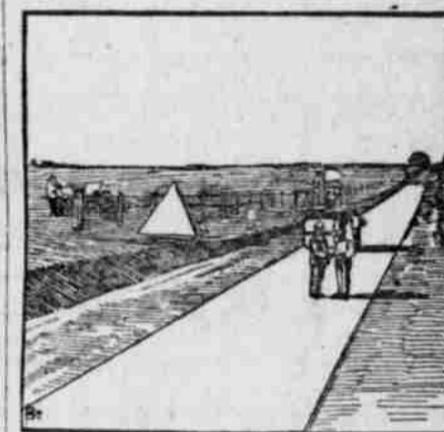
FEATURES OF UNCLE SAM'S HIGHWAY DEPARTMENT AT WASHINGTON.

Now Located in New Building—Materials Tested and Advice Given to Communities—Only Object Lesson Roads Built.

Another step toward the organization of a decent system of highways in the United States was taken recently when the office of public roads in Washington moved from its old quarters on Twelfth street to a new building that has been specially put up for its accommodation on Fourteenth street just south of the bureau of engraving and printing, says the Washington Star. All the testing apparatus has been moved from the basement of the old bureau of chemistry at the corner of Fourteenth and B streets into the new building, and for the first time in its history the road office has a building and laboratory of its own all under the same roof. There is the testing laboratory on the ground floor, a light roomy place big enough to accommodate the work for some time to come. The administrative offices are on the second floor, and in the third story there are the stock rooms and the chemical laboratory, where a large amount of research work is carried on.

It has never been the purpose of the government to go into the work of road building on an extensive scale. There is not money enough at the disposal of the government in the first place, and this has always been regarded as state work. But several years ago the government commenced to accumulate information and statistics on the subject of road work through a branch of the department of agriculture known as the office of road inquiries. This work expanded till the road office, as it is now called, is a sort of experiment station in itself. While it does no road building except as an object lesson to any community interested in the subject, it has found it necessary to establish chemical and mechanical laboratories, and it is now the source of all sorts of information for communities that want to build roads of their own.

The laboratories test material sent in, send out highway engineers to inspect the locations of prospective roads and give advice to the people who are going to build them and even put in a mile or so of road where it is necessary as an object lesson in the sort of work and



UNITED STATES OBJECT LESSON ROAD.

the way it ought to be done. There is a great dearth of competent highway engineers in this country. It is a work that has never been seriously taken up by the American people, and they are just beginning to realize the need of it. This need the road office is trying to supply.

When a locality decides that it is going to put in a road and spend a certain amount of money on it, the local authorities can apply, if they desire, to the road office. It will test their available material and tell them what is the best and cheapest sort of road to build.

Samples are sent in to the office daily. There is a great awakening all over the country on the subject of road construction, and the government, while it cannot build roads itself for the various communities, is ready to give expert advice, not wherever it is wanted, but so far as it is able. The fact is that the requests for engineers and advice far outrun the capacity of the office. There are men out now in all sections of the country—several parties along the Atlantic seaboard, some in the middle west, in the far west and on the Pacific coast. Wherever a community shows itself thoroughly in earnest and is willing to spend good money in road construction the road office does its best to get a working party there.

It has developed several schemes that have been of value in road building. Reference was made some time ago to the "burnt clay" roads that had been tried in the gumbo mud regions of the south. These have proved a success and have stood up well, making roads possible where there is no stone and where there has never been a wet weather road before. The burnt clay idea is being developed with a view to helping out other communities where rock is scarce.

There are a good many places where there is a dearth of good road building rock. Clay is plentiful to the point of being a nuisance in a good many places, especially in Virginia, where Virginia mud has passed into a proverb. The road office is now experimenting with burning the Virginia clays, and owing to the fact that clay once burnt loses its power of getting sticky under the action of water, there is some hope that the road problem in Virginia may be partly solved through the burnt clay agency.

The office has carried on a good many other interesting experiments, among others the use of tar and oil on roads, and while it is too early yet to say just how surfaces treated in this way will wear, the results so far obtained have been satisfactory and promise well.

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