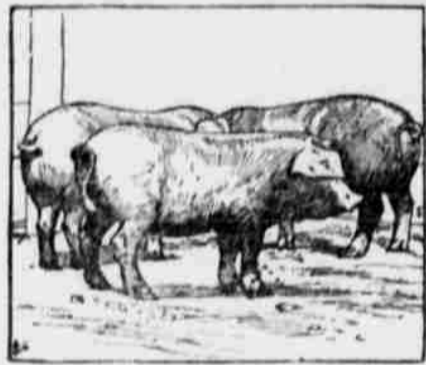


## THESE ARE HOG DAYS

Swine breeders and feeders have enjoyed in recent years a degree of prosperity probably never before equaled in this branch of live stock husbandry. Prices for breeding stock have remained on an attractive basis, and pork has sold close to record figures. Whenever the hog grower can secure a nickel a pound for pork there is substantial profit in producing it. Present prices, therefore, mean that porkmen are securing very profitable returns. Good prices for hogs and relatively low prices for beef serve to emphasize the importance of breeding several classes of live stock so as to be ready for market appreciations when they occur. A stock farm is not complete without its proper quota of hogs. Experience indicates that it is wise to stick to hogs and to cattle, sheep and horses, keeping the farm suitably stocked and balanced. Hogs multiply rapidly, are soon fed out, and their management is simple and inexpensive. Commercially it is all right to go in for the whole hog, but not wholly for hogs. Next year it may take the steer or the sheep to pull the hog through at a profit, concludes the Breeder's Gazette, Chicago.

**Hogs For the General Farmer.**  
The cut from Rural New Yorker shows a group of Jersey Red pigs on a New Jersey farm, a breed of which it is said that it has many merits, being well adapted to the needs of the gen-



JERSEY RED PIGS.

eral purpose farmer. They are of good form, strong constitution, hearty feeders, do well on pasture and they make carcasses which cut up profitably. The sows are prolific breeders and good mothers.

### Cash In Hogs.

That the American hog grower is receiving more than his just dues when he cashes in prime hogs at \$7 per hundredweight is improbable, says the Breeder's Gazette, Chicago. Over in Canada \$8.20 is being paid for bacon grades, a figure that makes it practically impossible for Canadian curers to compete successfully in the British market. Packers may protest at current prices and claim that they are putting up the product at a loss, but the present hog market is on a legitimate basis. Stockyard sentiment is not immediately bullish, but prediction is made that before a new crop of hogs is available killers will pay 7 cents for straight loads without looking over the fence at the goods. There is no better property on the American farm today than a reliable, mature, rangy breeding sow.

### Hog Farming For the South.

The south uses more pork in proportion to the number of its inhabitants than any other section of the country, and yet the bulk of this meat comes from the great corn belt of the middle west. Hog raising is a type of farming to which a large portion of the south is very well adapted, and there is no reason why the southern farmer cannot produce at least enough pork for home consumption.

The chief requisites for successful hog raising are pure water, a good pasture with plenty of shade and a soil sufficiently fertile to grow feed crops at a small expense. There are few sections in the south where such conditions are not found. While it is true that the southern farmer cannot produce corn as cheaply as his brother farmer in Illinois, Iowa or Missouri, he has the advantage of having at his command a much greater variety of meat producing plants and a season of almost continuous pasture. Alfalfa, Bermuda grass, lespedeza and white clover furnish the best summer pasture, and vetch, bur clover, rape and the winter cereals will produce an abundance of winter grazing. One acre well set in alfalfa will furnish grazing for fifteen to twenty head of hogs from April to September. A seven acre alfalfa pasture in central Alabama furnished grazing from March 28 to Sept. 25 for 115 to 123 hogs and also produced during this period nearly six tons of fine hay.—M. A. Crosby.

### Eastern Cattle Fattening.

The old method of confining fattening steers in stanchions or fastening by the horns, once universally practiced, is practically a thing of the past. Instead cattle are now deborned, turned loose and have free range of feeding pens containing a convenient number, and a long manger at one side serves for feeding ensilage, hay, etc., says an American Cultivator writer. The absence of horns creates a disposition as quiet and docile as that of the same number of sheep.

### Sheep Must Respond to Feed.

Where lambs in the feed lots are doing well and making a good gain I would feed them to a finish, but would market everything as fast as it is ready. Where the stuff is not doing well I would let it go, as there is no money in holding sheep or lambs that do not respond to the feed.—Farmers Advocate.

## DESTROYER OF ROADS

AUTOMOBILES SAID TO BE CARRYING OFF THE DUST.

Experiments of Government Experts to Ascertain Quantity Blown Away by Motor Cars—Efforts Being Made to Find a Remedy.

The automobile stands accused on official government authority of a high crime and misdemeanor. It is destroying roads. And if it is asked, How so? the answer is: By carrying off the dust. The dust, strange though it may seem, is the life of a road, without which it soon undergoes disintegration. This will be explained later on, however. Meanwhile it will be interesting to describe some experiments which Uncle Sam's road experts are now engaged in making, with a view to ascertaining just how much dust is carried off from a road by an average motor car traveling at various rates of speed.

One method adopted for the purpose is to mount a photographic camera on the front of a motor car, and following close behind another automobile, to take snapshots of the latter at different speeds. It is quite a picturesque and interesting performance, the exact speeds being determined by means of stop watches held by men stationed along the track, while additional photographers are placed at intervals on the roadside to take pictures of the machines as they fly past. The work in question is being done in the neighborhood of Washington under the direction of the bureau of roads, which utilizes a certain stretch of roadway for a given afternoon, warning all vehicles to keep carefully to the right.

Then something begins to happen. The speed law is abrogated for that afternoon over this particular stretch



DUST RAISED BY AUTOMOBILE TRAVELING THIRTY MILES AN HOUR.

of road. Several motor cars of different types and weights are in readiness. The photographers and the men with stop watches are duly placed at their appointed stations. Whoosh! Off goes a machine at a rapid rate, followed closely by another, in the front of which, with the chauffeur, sits a man who operates a camera. The dust flies upward in a cloud, partly obscuring the automobile in front, but that is what is wanted—to show by photography how much dust is thus thrown up from the roadbed, to be carried off by the breeze, and so, in considerable part, lost.

To say that dust is the life of a road is not putting the fact too strongly. It is the cementing material of the road surface, which, combining with the moisture contributed by rain, holds together the stony particles composing that surface, shedding storm water and preventing the particles from undergoing disintegration. Thus it may be said that dust is to a road what shingles are to a house. If it is taken away the roadbed goes to pieces. The amount of dust thrown up by the automobile is in proportion to the speed at which it goes. But, in order to obtain exact figures on this point, the government experts take a series of photographs of each motor car, traveling over the same stretch of road, at ten miles, twenty miles, thirty miles and so on up to seventy miles an hour.

A stretch of road with a fairly sharp turn is chosen by preference, in order that photographers posted at the bend may, with safety to themselves, snapshoot each motor car from directly in front, as it approaches, and also directly from behind, after it has passed by. Now, it is not merely for theoretical purposes that the road bureau is making these experiments. It is trying to find a remedy for the mischief—a practical part of the inquiry which is being carried on simultaneously, with the automobile tests above described. Something must be found, obviously, to keep the dust from being carried off the roads, and the preventive seems to be either tar or oil.

For some months past the experts have been applying tar and crude petroleum to different sections of roads, and they have found that either (though the tar seems to be preferred) accomplishes the purpose admirably. It appears that an application of tar costs less than 2 cents a square yard, including labor, and it will last for a year or so, though just how long cannot be stated exactly as yet. The cost of oil is even less. The tar is transported for the purpose in tank cars and heated in the car by introducing a coil of steam pipe into it and furnishing the requisite heat from an engine on wheels which is run up alongside. In this way the material is made fluid, so as to be easily spread by men with brooms or otherwise over the surface of the roadbed that is to be treated. The tar gives a hard and smooth coating, resembling asphalt. It penetrates to a depth of one or two inches, and in the case of macadam forms a sort of matrix into which the stones of the top layer are set. A tarred street is dustless in the same sense that an asphalt street is dustless.

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2:15 P. M. Ar. a	Ameedee	Lv. 12:01 P. M.
3:00 P. M. Lv. a	Ameedee	Ar. 11:15 A. M.
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### HINTS ON HOW TO ORGANIZE

**Statement of Way to Take First Steps in Improvement Endeavor.**  
The Neighborhood Improvement League of Cook county, Ill., has prepared this cogent statement of first steps, which also sets forth clearly the advantage of federated effort:  
"The organization of the majority of our associations has been brought about by the initiative effort and consideration of a number of men and women in a neighborhood who have felt the necessity for a change of conditions. These persons have called together a chosen few who would discuss the situation and then arrange for a larger meeting generally at a private residence. At the larger meeting two or three selected speakers, who have been furnished by the Neighborhood Improvement League whenever requested, would present the advantages of an association to the neighborhood. A committee would then be appointed to arrange for a mass meeting at some church or hall. Circulars notifying the residents of the proposed mass meeting were sent to each home, care being taken to see that they were properly delivered. At this mass meeting the organization was effected and directors selected, keeping in view the desirability of having each block represented on the board of directors. These directors then met at least once a week and later once a month to keep up the interest. Separate lines of work were delegated to special committees.  
"It is important that each association should become affiliated with the Neighborhood Improvement League in order that it may be advised of the progress of other associations as well as to give and receive ideas for the development of the work generally. The officers of the league are always pleased to give such assistance as may be required to individual associations in establishing and promoting their organization. Periodical meetings of the league are held at the Municipal museum, at which vital subjects of interest are discussed by experts and specialists and much information of value received by the members. It is also desired as soon as possible to issue a monthly publication devoted to the interests of civic improvement, and this will be done as soon as the work of the league has developed sufficiently to warrant it. The league also proposes to employ a paid organizer in the near future if sufficient interest can be aroused to warrant the expenditure, as it believes that the physical redemption of Cook county will come largely through the organization of improvement associations in every neighborhood. The expenditures of the Neighborhood league are met through an annual membership fee of \$2 contributed by the associations or individuals affiliated with it."

### HOW TO GET CIVIC BEAUTY

**Must Be Wide Sentiment For Betterment, Says Kansas City Mayor.**  
To realize the highest ideals of a beautiful city or town, Mayor Beardsley of Kansas City, Mo., says, will require a campaign of education.  
"And a campaign of education means example and demonstration," said the mayor to a Kansas City Star reporter. "When the people realize what civic cleanliness and beauty are, the greatest obstacle to making the city attractive will be removed. Every one must do his part. Every one will do his part when the results of co-operation by the people and a thorough administration by the municipal authorities are seen.  
"Napoleon I. and after him Napoleon III. made Paris beautiful by tearing down and reconstructing. That was done by the autocratic power of a central authority. Here the sovereign power lies in the people and movements for municipal progress and civic adornment must come from the people. Civic ideals must be cultivated in the public mind. To make a clean, beautiful and prosperous city is not one man's work. The personality of the man at the head of the municipal government must be obscured. He simply represents the wishes and desires of the majority of the community and must have the co-operation of those he serves."

### Boys' Civic Club.

The National Municipal League calls attention to the Boys' Civic Club of Scranton, Pa., a boys' club organized upon moral principles and an excellent institution for improving the moral tone of a town. The conditions are a promise to use neither tobacco, liquor nor profane language. The club was organized under the name of the Boys' Industrial association in the office building of an old glass factory. The Green Ridge boys joined rapidly, all paying the initiation fee, 15 cents. In a few months an entertainment was held for the purpose of letting the people know what the club was and what it was doing. Among those present was E. B. Sturges, who offered to pay half the initiation fee for every new member who joined during that month. A dollar was offered by a lady for the boy who would bring in the most new members. Tuesday night is the regular business meeting and Friday for games. At the business meetings the business of the club is transacted according to parliamentary rules. The motto, "Watch our words, actions, thoughts, company and hearts," is repeated at the commencement of every meeting.

### Clean Up Town Club.

The women and children of Kinsley, Kan., have organized a "clean up town club," the first meeting of which was held a short time ago. Several of the best known women in town, under the leadership of Sellers Edwards, took an active part in cleaning the streets, says the Kansas City Star. The motto of the club is, "Make Kinsley a good place to live in."