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### Auto Fees to Build Roads.

Secretary of State Laylin of Ohio estimates that the new automobile registration law, which makes him the registering officer and authorizes him to collect a graded annual license, will produce a state revenue of \$50,000. As this is given to the state highway commissioner's fund it will probably restore the amount to be available for the good roads movement for this year to the original figure of \$200,000.

## POINTS TO CONSIDER

WHY IT PAYS TO HAVE GOOD COUNTRY HIGHWAYS.

Improved Roads Increase Farm Values and Make it Possible to Hunt Large Loads of Produce—Poor Highways Isolate the Farmer.

Let us consider the points of opposition that some of our rural friends make to the good roads plan, says a writer in the Motor News. They claim that it is money out of their pockets when they are compelled to pay the increased taxes which will be asked. This objection is readily met.

In the first place our friends are called upon to pay but one-fifth of the actual cost, which is in itself a very small sum. If I own a house in the city and a pavement is laid in front of it, my property increases in value. Just so with the farmer. If a good road is laid past his property, he is placed in just the same position that I would be.

The actual increased valuation of his farm more than makes up for the additional tax he was obliged to pay to secure the improvement. Now, as to his profit. He can haul large loads of produce to the city each trip, he can make more trips in a given time and he can travel at any period of the year with equal facility, barring the time when snow blocks his way.

Jolting over rough roads, mud covered, reeking horses and broken harnesses and wagons are largely done away with. He no longer arrives home late at night after hours of agony over terrible roads, nervous and exhausted. On the contrary, he suffers no more inconvenience as far as the highway is concerned than if he were riding in an electric car.

I realize that the so called scorchers have brought much discredit on the law abiding autoist and that many a farmer has been scared nearly to death when some motorist has whizzed past him at forty miles an hour, but this is an exception to the rule and is becoming more and more so as time passes. I dare say that this same farmer has been nearly run down on an equal number of occasions by one of his own ilk trying out the speed of his horse or racing with a friend.

How many of us while traveling through the country in the fall have not seen hundreds of bushels of fine apples rotting in the orchards? Why hasn't this fruit been brought into the city and sold? One reason, I opine, is that the roads are in such condition that it doesn't pay the grower to haul them into the city.

If there was an improved highway the owner would probably figure out that it would pay him to save this product. Another side of the question may be found in the social life of the ruralite. Many a time he would like to drive into the city for a little pleasure. He might want to attend the theater or seek some other equally harmless diversion. If he had a good highway to drive over he would do so, but with mud nearly hub deep he would prefer to stay by his fireside and find solace in nicotine.

This means much to the young people, and you will find that when we get the state girdled with good roads—and it's coming—there won't be such anxiety to get off the farm and into the city. Human nature demands some pleasure in this world, and it will sometimes go a long way to get it, though it entails much suffering. Give us improved thoroughfares, then the country boy and girl will have greater chances for social intercourse and will become more contented.

## Rural Delivery Notes

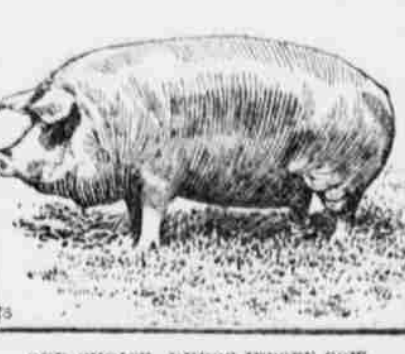
The operations of the rural free delivery service up to March 1 are shown in a statement recently issued by Fourth Assistant Postmaster General DeGraw, says a Washington dispatch. Up to that time 52,227 petitions had been received and referred. Of these 13,772 were acted upon adversely. The number of routes in operation March 1 was 25,031, leaving 3,424 petitions still pending, of which 294 have been assigned for establishment.

A distinct and important field for the utility motor vehicle that is already being cultivated to some extent is found in the rural free delivery mail service. Probably a score of these carriers are regularly using automobiles to cover their route, and are obtaining excellent service from them. Most of them are in the west, where, in spite of the fact that the roads are bad and streams are frequently required to be forded, they are doing excellent work.

J. O. Matthews of Sabetha, Kan., undoubtedly holds the record in the United States for quick rural mail service, says a Sabetha correspondent of the Kansas City Star. He not only covers his route of twenty-five miles in about four hours every day, but he maintains a regular schedule in the country. Mr. Matthews starts out from the Sabetha postoffice at 6:30 o'clock in the morning. After he leaves the postoffice he is a certain number of minutes from box to box. People know to the minute when their mail is going to arrive. During the winter months his schedule time for covering his route is four hours and ten minutes. In summer his time is three hours and forty-five minutes. Mr. Matthews works the regular old fashioned stagecoach business. He has a relay. He starts with a fresh horse and drives twelve miles. Here another fresh horse is secured. It takes Mr. Matthews five minutes to unhitch his horse, hitch the fresh horse and start off again. The balance of the distance is covered with the second horse. The horse left at the relay station is the relay horse for the next morning.

## 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 Berkshires 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 R. 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 1888 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 doesn'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 cow 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.

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