

AMERICA GETS \$52,000,000 OF BRITISH GOLD



To strengthen British financial prestige in New York markets, \$52,000,000 in treasure, two-thirds in gold and one-third in securities, which had been shipped by the Bank of England from London via Halifax, arrived at the terminal of the American Express company at Thirty-third street and Tenth avenue, New York, in seven steel cars garrisoned by forty armed men. The greatest treasure cargo ever trusted to one bottom crossed the Atlantic in a British battleship accompanied by a flotilla of torpedo-boat destroyers and a cruiser. The photograph shows twenty-three wagon loads of the gold being transported through the streets of New York guarded by the armed men of the express company and a detail of mounted police.

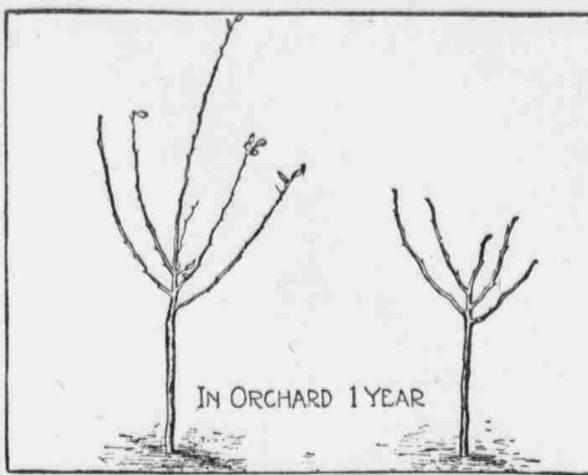
FOR BETTER ROADS

WEST VIRGINIA'S BAD ROADS

Farmers Lose Immense Sums Each Year Through Their Inability to Get Products to Market.

"Bad roads in West Virginia cost the state \$50,000,000 a year," declared A. D. Williams of Morgantown, state road engineer, to a Washington Post representative the other day. "I mean by this that at least that much money is wasted every year by reason of the inability of the farmers to get their products to market. Thousands of tons of apples and other fruit, garden truck and food supplies are allowed to rot in the orchards and gardens because the roads are too bad to haul it to market. Just to illustrate, Joe Swope, editor of a county paper, noted that he was paying one dollar a bushel for apples. A neighbor in an adjoining county, sixteen miles away, wrote the editor and said he would

APPLE TREES ARE INDIVIDUAL PROBLEMS



IN ORCHARD 1 YEAR

Just as your boy John seems wholly different from his brother Richard and your daughter Helen has to be either coaxed or punished while Mary is obedient to the slightest parental suggestion, so every tree in your apple orchard is an individual problem.

If apple growing is to reach its maximum possibilities, pruning must be carefully practiced, horticulturists agree, but specific rules universally applicable cannot be laid down.

There are certain general principles, however, and these F. S. Merrill, assistant in horticulture in the Kansas State Agricultural college, emphasizes. Not only young trees, but neglected ones, are discussed by Mr. Merrill.

Condition Governs Pruning Time. "The time for pruning," says Mr. Merrill, "will be governed largely by the condition of the orchard. Where winter pruning is not too extensive, it is usually carried on in the late winter months. Pruning in winter is not dangerous to the tree, nor is it dangerous to saw off a limb when the wood is frozen. The greatest drawback to midwinter pruning is the inconvenience to the pruner.

"The effect of heavy winter pruning is to promote a heavy wood and watersprout growth. The reason for this is that the roots have been unchanged while the top has been reduced. To restore the balance that normally exists between the top and the root system, a vigorous growth takes place. This is important in rejuvenating old or neglected trees, but should be avoided in healthy trees of bearing age. A light pruning, however, will not cause the excessive wood growth, and may keep a tree in good physical condition.

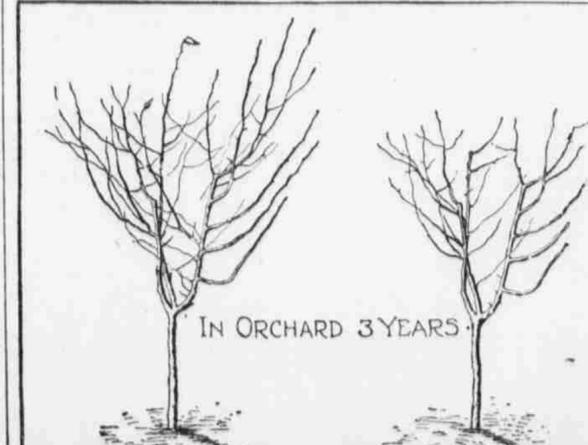
To Increase Fruit Production. "Summer pruning should be done after the rapid growth of the spring has been completed. This type of pruning tends to overcome the production of watersprouts and heavy wood growth and is frequently recommended as an agent for increasing production in barren trees. The summer pruning must be light, consisting in pinching back the growing shoots, and is not possible except in trees that have been well cared for.

"The pruning should be done annually. If it is done periodically, the tree becomes unbalanced and too many large limbs have to be removed. Such a condition is liable to be followed by heavy wood growth, and heavy fruit production does not take place in trees that are making rank wood growth.

Keep Fungous Diseases Out. "All cuts should be made close to the limb from which the branch is to be cut, and the surface should be as smooth as possible. This enables the callus to form and grow most easily. A cut should never be made so that water can lodge on or around it, for such a condition will increase the danger of infection by fungous diseases.

"If a large limb must be removed the pruner must be careful to prevent the limb from splitting at the base. He may do this by cutting off the limb a short distance from the trunk and then removing the stub. Even this additional work may be avoided by making an undercut from one-third to one-half through the limb. In making such a cut, it is often difficult to have the cuts meet and in that case the cuts should be smoothed over to aid the healing process.

How to Treat Young Trees. "The usual age of trees at the time of planting is either one or two years.



IN ORCHARD 3 YEARS

There are two schemes which may be used to advantage on the roads. The first is to grade with a traction engine, the second to let the grading be contract.

No Permanent Development. Without good roads, there can be no development that will be permanent and enduring.

Place for Tractor. The tractor is finding a great place in road building.

RAISE GAME BIRDS

Minnesota Folk Plan to Cultivate Wild Duck.

Will Also Go in For Quail and Pheasant, if Market for Them Develops—To Distribute From 5,000 to 10,000 Eggs.

Minneapolis.—More than 100 residents on the 65,000 acres of land within the Minnetonka game refuge will raise mallard ducks, pheasants and quail next season and if their experiments prove as successful as those of people in other states, these three varieties of game birds may soon be as readily obtainable in the markets as chickens, turkeys and geese are now. From 5,000 to 10,000 eggs are to be distributed among those who will encourage the propagation of wild life and if the ratio of young birds to eggs holds true, the refuge will be heavily stocked, while outside of it by 1917 there should be more birds as fair marks for sportsmen than there are now under protection.

Thus, while the refuge remains a haven wherein fowl may breed, there will be enough game outside to keep the hunters busy.

It is estimated by Frank D. Blair, Field Superintendent of the Minnesota Game and Fish Protective league, that within the prescribed territory about 1,000 mallards, from 5,000 to 10,000 quail and no more than a dozen pheasants have been taking shelter.

At the end of two seasons he believes that there will be 30,000 or 40,000 birds, the most marked increase being among the pheasants—now very rare—which should be 5,000 strong.

"The rate of increase of these wild birds in captivity is remarkable," said Mr. Blair the other day. "Mallards will lay an average of 40 eggs a season, quail from 30 to 50, and pheasants from 30 to 40. When they are living in a wild state they usually lay several batches of eggs and then hatch out only one batch, while in captivity all the eggs are saved. Birds hatched will average roughly about 60 per cent of the eggs.

"The most serious difficulty confronting those who experiment in the propagation of wild birds is in keeping them separated from poultry. They are especially susceptible to diseases that are communicated from coops and land where chickens have been. A bantam hen is most generally used to set on the eggs and frequently breeders make the mistake of turning the young birds loose in the chicken yards along with the hen.

"The Minnetonka residents who expect to raise mallards, pheasants and quail are actuated by a desire to increase the number of birds within the refuge. Though they will be put to some trouble, the returns eventually, they believe, will more than offset the tribulations."

IS PLANNING A FOX FARM

Wisconsin Youth Sees Money and Fame in Project—Would Interest Federal Government.

Appleton, Wis.—A fox farm may be established in the northern part of Wisconsin by Talcott Barnes, son of the late ex-Congressman Barnes of this city. An effort to interest the federal government in the project will be made by Mr. Barnes.

Congressman Thomas F. Konop of the Ninth congressional district has agreed to do all he can to secure the aid of the department of agriculture in the enterprise. The representative will go to Washington soon, and while there he will present the matter to the secretary of agriculture and try to obtain financial assistance to start the farm.

Land can be acquired at a small cost in northern Wisconsin, and Mr. Barnes can stock the farm with animals from a farm he is interested in in Saskatchewan, Can.

HIS GARDEN SINKS TEN FEET

Jersey Farmer Fears He'll Have Only a Hole in the Ground Left.

Belydere, N. J.—Johnston Cornish, a farmer of Harmony township, has a sunken garden that is being created by nature and he fears daily that the bottom will drop out and leave him with only a hole in the ground.

The trouble started after a storm some days ago, when a depression was noticed in one of the fields planted with garden truck. Steadily this depression has grown until a considerable area is affected. Now the earth is from ten to twelve feet lower than it was two weeks ago.

It is thought an underground stream of considerable size, having its source somewhere up in the hills, has been slowly eating away the underlying strata, thus allowing the surface to sink. Examination along the Delaware river does not indicate any new spring breaking into it, but it is thought one has broken out in the bed of the stream.

Last winter a section of the public highway some distance from the Cornish farm caved in and left a considerable hole, but it was filled in and no trouble has been experienced there since.

PREMIER OF CANADA



Sir Robert L. Borden, premier of Canada, recently visited Great Britain and France for the purpose of discussing with the authorities the cooperation of the Dominion in the war. Canada's finances and resources and the manufacture of munitions of war were among the subjects which received attention.

FIND OLD WEAVING SHUTTLE

Prehistoric Sample is Now in Ethnological Department of the Oklahoma University.

Norman, Okla.—A small boat-shaped stone implement, believed to be the handwork of some prehistoric race, has been received by J. B. Thoburn, member of the ethnological department of the State University. It was sent to Mr. Thoburn by Edward B. Anderson, formerly an arts and science student of the university, now located at Anglin, Tex.

According to Mr. Thoburn, the implement is a shuttle used in weaving, and probably was made by some prehistoric race that inhabited the southwest portion of the United States. It is regarded by Mr. Thoburn as one of the most interesting relics he has received in some time.

GUIDE TO MARINERS

Perry Memorial on Lake Erie Proves Its Utility.

Doric column 335 Feet High is Surmounted by Powerful Lights, Visible at Great Distance—Designed as Monument.

Sandusky, O.—The Doric column or main shaft of the Perry memorial at Put-in-Bay, recently completed, has come to be considered an important landmark by Great Lakes region mariners. Visible by day from points afar, it serves as a guide through the northern course, between the Canadian mainland and the shores of the islands comprising the Lake Erie archipelago, and the treacherous south passage, between the islands on the south and the Ohio shores. By night its powerful lights can be seen from almost any point in Lake Erie between Cleveland on the east and Toledo and Detroit on the west.

In the United States lake survey's current bulletin the shaft is described as "located at about the middle of the low, narrow neck of land forming the southernmost shore of Put-in-Bay island, in approximately latitude 41 degrees, 39 minutes and 14 seconds north; longitude 82 degrees, 48 minutes and 41 seconds west."

The government officially describes the shaft as "a Doric column of white granite, surmounted by a bronze tripod and bowl containing electric lamps which cast an indirect illumination through a plate glass covering, and mentions that "the column is 45 feet in diameter at the base and 335 feet in height, measured from the terrace at its base to the top of the tripod, and forms a conspicuous landmark from the lake.

The cornerstone of the shaft was laid September 10, 1913, the one hundredth anniversary of the battle of Lake Erie, in the presence of representatives of the national government and the states of Ohio, Pennsylvania, Michigan, Illinois, Wisconsin, New York, Rhode Island, Kentucky, Minnesota and Louisiana.

The memorial as a whole was designed as a monument to Commodore Oliver Hazard Perry and his men, victors in the battle fought on Put-in-Bay that permanently fixed the present boundary line between the United States and Canada in the Great Lakes section and on east to the Atlantic. For one hundred years the gallant Perry and his men had been all but forgotten, the only tribute to their memory being a little pyramid of rusty cannon balls in one of the public parks at Put-in-Bay.

It was after the memorial had been designed that the possibilities that strong rays of light shed from the top of the Doric column or main shaft might be the means of saving lives or serve to protect against an enemy became apparent and steps were taken to establish the landmark that the federal government has just recognized.

The Doric column is little more than a central point around which much costly structural work remains to be done. A museum is to be erected at the right of the plaza, in the center of which it rests. A statue flanked by a colonnade typifying Peace and Arbitration, will be erected on the left.

The work is of such a nature that it must necessarily proceed slowly. There is every promise, however, that at the end of another year the plans will have been brought to full fruition.

A Kicker of a Hubby.

Flint, Mich.—Complaining that her husband had the habit of beating her so badly that he broke some of her bones every once in a while, Mrs. Carrie D. Anderson has begun proceedings for divorce from Cyrus Anderson. She alleges that on one occasion he kicked her and caused an injury from which she is still suffering, and again he struck her so as to cause her to suffer from a stiff neck for three years.



Well-Graded, Finely Built Macadam Road in West Virginia.

give the newspaper man all the apples he wanted if he would haul them away.

"The building of good roads is a tremendous economical problem, not merely one of convenience. The automobile undoubtedly has been largely instrumental in bringing about the good roads movement, or rather in giving impetus to it. That and the high cost of living are principal factors in the general campaign now going on in many states for good roads. West Virginia this year will spend \$5,000,000 in improving her highways, the different counties having voted bonds to that amount, and in the whole United States the amount spent for good roads this year will probably reach \$250,000,000. Last year we spent about \$200,000,000, and the increase this year will be fully 20 per cent, I believe."

DRAG THE ROADS

When the smiles of spring appear
Drag the roads;
When the summertime is here,
Drag the roads;
When the corn is in the ear,
In the winter cold and drear,
Every season of the year,
Drag the roads.

When you've nothing else to do,
Drag the roads;
If but for an hour or two
Drag the roads;
It will keep them good as new;
With a purpose firm and true,
Fall in line; it's up to you—
Drag the roads.
—The Kansas Industrialist.

More Drags Needed.

The splitlog drag has contributed more toward the economic maintenance of public highways than any implement of modern usage. It does not require special acts of the legislature, bond issues nor expensive educational campaigns to make it available as usually precedes construction work. A drag can be built or purchased for \$20 and is easily operated by anyone who can drive a team. We need more drags.

Tar-Macadam Road.

The tar-macadam road has given the best service of any form of street surfacing tried in Calcutta.

Two Good Schemes.

There are two schemes which may be used to advantage on the roads. The first is to grade with a traction engine, the second to let the grading be contract.

No Permanent Development.

Without good roads, there can be no development that will be permanent and enduring.

Place for Tractor.

The tractor is finding a great place in road building.