Saint Mary's Beacon

LEONARDTOWN, MD.

Thursday, December 8, 1921.

# POULTRY CACKLES

## PREPARING MARKET POULTRY

**Fowls Should Not Be Given Any Hard Feed From Eighteen to Twenty-four Hours Before Killing.**

(Prepared by the United States Department of Agriculture.)

Poultry should be kept without any hard feed from eighteen to twenty-four hours before killing, but a light meal of soft feed can be given up to twelve hours before killing. Water should be given them up to time for killing, say poultry specialists of the United States Department of Agriculture. When ready to kill, suspend the fowl by the legs and, using a knife, cut the vein at the back of the throat through the mouth. As soon as this vein is cut run the point of the knife through the roof of the mouth into the brain and give the knife a slight turn, which causes the bird to lose all sense of feeling.

In most markets dry-picked birds are preferred. Immediately after killing,

**Capons Properly Dressed for Market.**

while the birds are still bleeding, the picker should remove the feathers, being careful not to tear the skin. If the picker waits until the bird is partly cold, the feathers will be difficult to remove. As soon as picked the fowls should be hung in a cool place until thoroughly cold. If the weather is warm and fowls are to be packed in ice where no cold storage is available, they should be placed in a tank of ice water until all the animal heat has left the body.

When birds are scalded before removing the feathers they are immersed in hot water, which should be a little below the boiling point, as soon as they are through bleeding. They should be immersed three or four times and then picked clean. Be careful not to overscald, as this will cause the outer surface of the skin to rub off. If fowls are to be shipped dry, they should be hung up until the skin becomes thoroughly dry. If they are to be packed in ice, they should be left in cold water several hours or until they are to be packed.

## TEACHING CHICKS TO ROOST

**Difficult to Keep Young Fowls Clean When Permitted to Remain on the Floor.**

It is often advisable to teach the chicks to roost when 8 to 12 weeks of age, say poultry specialists of the United States Department of Agriculture. When they are allowed to remain on the floor, it is difficult to keep them clean and to keep them from crowding. If wide roosts—3 to 4 inches—are used, there is but little, if any, more danger of crooked breasts than if the chicks are allowed to remain on the floor.

The chicks can generally be taught to roost by putting the perches near the floor, but if this plan is inconvenient or does not prove effective the chicks may be placed on the perches after dark for a few nights until they have learned to go there of their own accord. Where a large number of chicks are brooded together around a brooder stove it is a good plan to place roosts in the house when the chicks are four to five weeks old, so that the larger and stronger chicks will start using the roosts while the weaker chicks still stay around the brooder hover.

# POULTRY NOTES

Don't see how many chicks you can hatch out, but rather how many you can raise at a profit.

* * *

Keep the poultry, as well as all other living things on the farm, on good terms with you by keeping on good terms with them.

* * *

There is mighty little money in fowls that are always kept hungry, but there is also a difference between well-fed and overfed hens.

* * *

Don't try to see how many fowls you can keep, but how well you can keep them. Don't overcrowd your houses or yards; crowding is dangerous.

* * *

By the way, don't forget about lice. Sometimes they are hard to find, but it is ten chances to one that they are present and they should be exterminated immediately.

# GOOD ROADS

## BUILDING FEDERAL HIGHWAYS

**Mileage Nearly Sufficient to Encircle the Globe When Construction Is Finished.**

(Prepared by the United States Department of Agriculture.)

Of the 22,030 miles of federal-aid roads which have been built or are now under construction, more than two-thirds are earth roads, sand-clay, or gravel, says the chief of bureau of public roads, United States Department of Agriculture. These have cost less than one-third of the total amount expended as compared with nearly 50 per cent of the estimated cost applied to 4,890 miles of hard-surfaced roads. A study of local conditions by an engineer of the bureau is necessary before a road project may receive federal aid.

The type of road to be used and the most suitable surface with respect to the traffic of the locality must be determined. Service must be satisfactory, while costs must be kept low, both for building and maintenance. There must be a careful analysis both of the engineering and economic conditions for each particular project. There are individual considerations in every case which affect the determination as to the best type of road materials for that locality.

The mileage of federal-aid roads which have been built or are now under construction is nearly sufficient to encircle the globe. This is the record of work accomplished since July, 1916, when the Federal government first stepped in to aid in the enormous task of building highways that are now called upon to carry more than 9,000,000 motor vehicles plus a very substantial horse-drawn traffic in the forty-eight states.

The federal-aid law is well named. The Department of Agriculture has given the broadest possible construction to the law for the purpose of providing the greatest mileage of highways suited to the traffic to be carried over them at the minimum expense. An analysis by the bureau of public roads of the projects under contract shows that all types of roads, from the graded earth road up to the finest paved surfaces, have been built.

On March 1 of this year, 22,030 miles of highway, extending into every state, had been completed or were in process of construction, says the bureau, at a total estimated cost of $361,946,868. The percentage of this total

**Federal Road Being Constructed Near Westfield, Mass.**

estimated cost which will be incurred for each type, and the mileage of each type, based upon the records of plans approved, are as folows:

**Per Cent and Mileage of Each Type of Road.**

| | Per cent of total estimated cost | Mileage |
|---|---|---|
| Type 1, including earth, sand-clay and gravel.. | 32.2 | 15,300 |
| Type 2, including water-bound and bituminous macadam | 9.0 | 1,530 |
| Type 3, including brick, bituminous concrete, Portland cement concrete | 48.8 | 4,980 |
| Miscellaneous | 4.0 | 210 |
| Bridges | 6.0 | ..... |
| | 100.00 | 22,030 |

The states initiate the road projects, but before federal aid is granted an engineer of the bureau makes an inspection of the roads to be improved, studies the local conditions, consults with the state highway department, and no projects are approved which are not considered suited to the conditions to be met. Many popular fallacies exist as to road improvement, and there have been many misconceptions as to the types of roads on which federal-aid funds may be used. Properly built earth roads, say specialists of the department, are the fundamental requirement in all highway improvement.

## USE CONVICTS ON HIGHWAYS

**Gangs From Sing Sing and Other Prisons in New York Employed in Building Roads.**

Three hundred convicts, made up into nine-hour gangs, from Sing Sing and other prisons, are working on the construction of highways in New York state. The prisoners have given their word of honor not to try to slip away from their guards. The inmates receive one and a half cents a day wages.

## WOOLEN BRAID USED AS TRIM

**Black and white braid is effectively used to trim this otherwise severely simple frock.**

## PROPER CARE FOR YOUR HATS

**Velvet Headgear Needs Especial Attention—Each Hat Should Have Box of Its Own.**

It is not only the wear that a hat receives that makes it lose its freshness and shape. It is the way the hat is treated when it is not in use that has a good deal to do with this.

Velvet hats are so much in evidence this season that the chances are you have one or will have before many weeks. These need particular care, and will repay you the care you give them. The old-fashioned way was to have a piece of heavy black mourning crepe with which to rub off the dust from velvet, but a velvet brush is easier to handle. A heavy, coarse brush should never be used on velvet. The best time to brush dust from velvet is after you have worn the hat, unless it is damp or spotted with rain. Then you should not use a brush until it has been thoroughly dried.

It is hard in limited quarters to give your hats the right place to repose when not in use, unless you are content to get along with but one or two hats a season. Ideally, each hat should have a box of its own, and even your ordinary hats should be boxed when not in use. Hats that have trimming of the down-drooping variety should not be laid flat in a box but should rest on a little hat block—anything, in fact, that will raise the brim somewhat from the bottom of the box.

A piece of china silk—an old silk handkerchief is good—is useful in caring for your hats. Quills should be carefully wiped off with it and ostrich feathers may be dusted gently. Any trimming with cire finish or jet ornaments may be carefully dusted with this silk.

## MANY SLEEVES TO ONE FROCK

**Generous Supply of Armcoverings Will Permit of Change to Suit Almost Any Occasion.**

Imagine traveling about with six pairs of sleeves to one frock. Imagine wearing your sleeve as a shoulder piece for warmth and protection and dropping it in the restaurant or at the card table, leaving the arms exposed as they have been for a year. Imagine appearing in an evening gown of capucine brocade one night with a Greek bodice clasped on the shoulders with ivy leaves done in brilliants, appearing the next night in the same frock with Doge's sleeves built of metal net and embroidery, banded with fur and touching the floor.

One need not tax the imagination too much. These things are done. One has a box of sleeves or a tiny trunk of them as one has a hat or a shoe trunk. You may travel with two frocks and a full equipment of sleeves, borrowed from the ages and reeking with history.

It may come about, if the fashion lasts long enough, that women will boast of finding a pair of Fourteenth century sleeves in Florence that once belonged to a personage, and another priceless pair which were worn by Catherine of Russia. These will be added to the collection as one now adds pictures and shoe buckles and snuff boxes.

## THE NEWEST NOTES IN HATS

**Lace Still Much Used and Sometimes Seen in Streamers That Hang to the Waistline.**

Lace is a becoming and decorative note which is still much used. It is sometimes seen in long streamers that fall from the brim across the back and hang to the waistline, or, again, it is draped at one side. There are some shadow designs, but the Spanish laces are particularly interesting and quite different from anything used during the summer, because of their definitely heavy pattern and silky weave. Metallic laces in gold and silver are decorative for evening hats.

Soft willow ostrich with long flues, natural or glycerinized ostrich feathers, lacquered quills, and narrow ribbons are used for trimming. Very often, black feathers are tipped with silver.—Vogue.

**Clean Velours Hat**

If the velours hat is shabby, put some finely powdered salt in the oven. When it is quite hot, rub it into the hat with soft paper. Discard the soiled paper for new occasionally. Brush with a stiff brush.

## SNORTING HERNANDO WAS SOME "HARD-BOILED" GUY

**Showed Gang Who Was Boss When Time Came To Go, But He Saved Enough To Get Home.**

Herando Cortez, the lad that took Montezuma's marbles and his country and his life away from him back in the sixteenth century, was a hard boiled guy. From the time he "crashed" his way into his first bull fight by carrying water for the horses, he was always inviting Old Man Trouble's youngest and brightest boy out to do four rounds before breakfast. The neighbors used to say: "That Hernando Cortez is a reckless young feller. Mark my words, he'll come to no good end."

But Hernie used to get by with it. His motto used to be: "I don't know where I'm goin' and I don't care when I get back." People used to wonder how he did it until they discovered that Cortez always had an ace in the hole. He always had something saved up and ready for use when necessity demanded.

While he was snorting around the Carribean Sea in a steel vest and a tin hat, he and his gang dropped into Vera Cruz. Cortez had heard about Montezuma and his wonderful city up in the mountains and wanted to go. The gang refused. "I'll show you who is boss," said Cortez, and burned every one of his ships as they lay on the beach.

That left the gang no place to go but ahead which was what Cortez wanted. But he saved himself up something for the future. Secretly he saved every bit of iron about those ships, collected every nail from the ashes, tallowed them and all the carpenter tools against rust and said to the gang "Let's go!"

When he came back to Vera Cruz, he cashed in on his savings. He resurrected the nails, built new ships and took the gang and the money they had captured back to Spain. The moral is that it may be all right to burn your ships but save the nails. The only safe plan for any man to follow is to have a reserve fund in case of emergencies. There is only one safe and sure plan to accomplish that. It is to save a certain amount of money every pay day and invest it safely where it will be protected, where it will work for you and where you can get it when you need it.

The new savings securities of the Treasury Department, the Savings Stamps and the Savings Certificates, are the safest and most available means of piling up such a reserve.

**Kansas Family Problem.**

An Emporia family takes the family dog to church once in a while. Last Sundny the dog was tied to the motor car during the services. Every time the choir sang the dog howled. It was a question whether to take the dog away to keep from disturbing the peace or stop the choir to keep from disturbing the dog.—Emporia Gazette.

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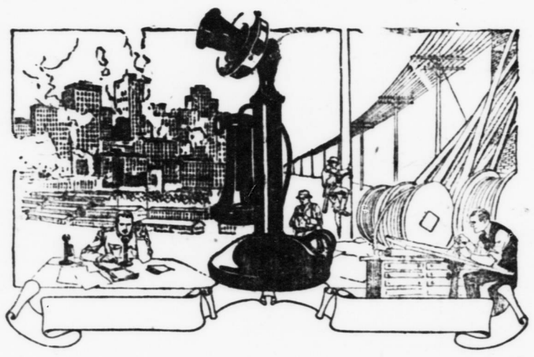

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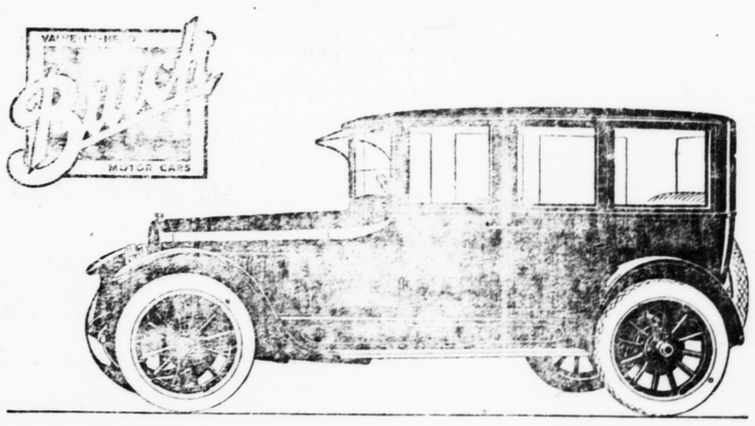


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