

FARM ANIMALS

FORAGE CROP IS IMPORTANT

Essential for Successful and Economical Production of Pork—Crops for Many Sections.

(Prepared by the United States Department of Agriculture.)

The successful and economical production of pork depends in a large measure upon good permanent pastures supplemented by other forage crops. There should be on an average one acre of permanent pasture for each brood sow kept. Green forage is little more than a maintenance ration, and if rapid gains are desired hogs should have a liberal allowance of grain. Growing forage crops and grazing them off is a good method of improving soils lacking in organic matter.

Kinds of crops: (a) For the cotton belt Bermuda, bur clover, white clover and Lespedeza make good permanent pastures. These should be supplemented by small grains and rape for winter, crimson clover and vetch for spring, cowpeas and sorghum for summer, corn with soy beans, velvet beans or peanuts for fall. (b) For the central and middle Atlantic states, including the blue-grass region, blue grass should be used largely for permanent pasture. It should be supplemented by rye for winter, rape for spring, red clover for spring and summer, corn with soy beans and rape for fall. (c) For the Northern and Eastern states blue grass or redtop provides permanent pasture. Supplementary grazing should be furnished by oats and peas for spring, rape and red clover for summer, and early field corn for fall. (d) For the West grazing is furnished by alfalfa and corn. Corn should be "hogged down."

SHIPPING SWINE IN SUMMER

Hot Weather Precautions to Prevent Loss of Important Part of Nation's Meat Supply.

(Prepared by the United States Department of Agriculture.)

Every hog that is killed in transit due to overcrowding or mishandling means a loss, at present prices, of probably more than \$30 to the shipper as well as a waste of meat needed by the nation. Mortality in transit or after arrival at the central market can be lessened greatly in hot weather by the practice of the following simple precautions on the part of shippers and dealers:

1. When hogs are very hot, during or after a drive, never pour cold water over their backs.
2. Before loading, clean out each car and bed it with sand which, during dry, hot weather should be wetted down thoroughly. Hogs in transit during the night only are not so likely to be lost from overheating as are the animals shipped in the daytime. With day shipments in hot weather it is highly advisable to suspend burlap sacks of ice from the ceiling in various parts of the



Hogs at End of Their Journey to Market—Do Not Run Risks by Overcrowding During Any Part of This Trip.

car in order to reduce the temperature and, incidentally, to sprinkle the animals with cool water. The ice sometimes is placed in sacks on the floor, but the animals are likely to pile and crowd around the cakes so that only those close to the ice are benefited. The ice should be sufficient to last to the destination.

3. Do not overload. Crowding hogs in a car during warm weather is a prolific source of mortality.

4. The feeding of corn, because of its heating effect, before and during shipment in hot weather, should be reduced to a minimum. Oats are preferable where a grain feed is necessary. The maximum maintenance requirement of hogs in transit for 24 hours is one pound of grain a hundredweight or approximately three bushels of corn to a car. In the past thousands of bushels of corn have been wasted in live-stock cars.

Need of Wool and Mutton.

The general need of increased production of meat and wool, together with their high values, has given sheep raising a new appeal to the older farming areas.

Cleanliness Pays Dividends. In feeding dairy calves cleanliness pays big dividends in the health of the

Paris Achieves Lovely Afternoon Gowns



Now that women feel it a duty to make afternoon gowns do service for evening wear, the ingenuity of costumers is put to the test. From one of the lovely gown pictured above and it is a triumph of French discernment and good taste; for it is quiet enough for daytime wear and distinguished enough for evening. It is of black satin with embroidery in silver thread. This combination appears also in French millinery from the most authoritative sources, but in hats black frame velvet is used instead of satin. We may accept this gown as a criterion in hues and general make up of styles for the coming season. It has a narrow, plain underskirt of moderate length and a straight hanging over-garment vaguely confined to the figure by an easy girdle terminating in sash ends. The girdle is made of satin and that portion that encircles the waist is embroidered while the sash ends are plain. The skirt portion of the overdress is as long as the underskirt at the back and considerably shorter in front. This is a new development of the tunic skirt which is destined to reappear in winter gowns. The embroidered band on the back portion is not so wide as it is on the front. The sleeves and collar are especially interesting because they are both new departures. Both are as plain as possible but each is original. The sleeves are cut full length and flaring but are trimmed away at the wrist until the upper portion extends only a few inches below the elbow. The up-standing collar is of black crepe georgette and is supported by a few very small, unnoticeable wires. Satin in black and in dark colors, promises to be of all fabrics the most used for afternoon gowns. New draped skirts and new tunic skirts appear and silver tinsel in embroidered bands is sure to be followed by silver lace in conjunction with them.

Among the Blouses for Fall



There is really an endless assortment of blouses all ready for women to look to the blouse more than ever provide them variety in their apparel. Since we may not have so many frocks, what with the scarcity of wool and labor and everything, we must turn to the blouses made of cottons or those of silk to add the spice of variety to skirts and suits that are serving overtime.

Blouses are of two characters—those that are moderate in price—anywhere from about three dollars to eight or ten—and those that employ lavish or difficult handwork that brings their value up to two or three times the outside price of those in the other class. It seems inconsistent to talk of war-time economy in the same breath with these extravagantly priced affairs, but it is not always so; some of them are remarkably durable. The blouses that most women will buy, however, are the moderately priced models that are new and smart in design. French voile, fine batiste and georgette crepe are the materials to select—no matter what the price—for it is not in the materials but in the laces and other decorative features that take much time to make, that the high value lies. Women who know how to do exquisite needlework have the advantage because they can do this exacting handwork for themselves. Fine organdie is another material that helps solve the problem of dainty blouses at moderate prices.

Georgette remains a great favorite and the two new models shown in the picture for this are of this delicate and beautiful material. They are among the considerable number that

Julia Bottomley

When You Put Lace On.

We are not doing much in the way of fancy work nowadays. Knitting takes up all our spare time, and to it we devote our energy. But perhaps you will have occasion to sew some lace on a curving edge—like that of a centerpiece—and if you do, writes a correspondent, here is a little trick divulged by a woman who is experienced in such things. Roll the lace a little roll and tie it with a thread so that it will not unroll. Then dip the straight edge in hot water. Just the edge, and about half the width of the lace. Wring the water out and dry the lace, still in the little roll. When it dries the inside will be slightly shrunk, so that it will measure less than the outside, and so you will have less difficulty in fitting it to the curved edges of the centerpiece.

MOTOR CAR AS TRANSPORTATION FORCE

Survey Shows That 90 per cent of Automobile Use Is for Business Purposes

By JOHN N. WILLYS.

Do you know that right now there are 5,000,000 motor vehicles in use, or one to every twenty persons in the United States?

In these cars twenty-five million people, one-fourth of the population, could be transported 100 miles or more in a single day. Only the first filling of gasoline would be needed for the journey.

Before the war produced unheard-of conditions, it is not astonishing that people had paid little attention to these matters and had not analyzed the usefulness of the automobile. The manufacturers themselves believed their splendid sales organizations to have been responsible for their marked sales increases, when as a matter of fact, the motor car had come to fill a demand which had existed for centuries.

But now we have stopped to analyze the food we eat, the clothes we wear and the time we can save.

How then does the automobile fit into this big plan? Who uses it? There was only one way to find out definitely and that was to ask the people who owned and operated cars. This was accomplished by getting an expression from every man who purchased one particular make of car in 1917, showing the occupation in which he was engaged. This information has been tabulated in classifications by trade to conform with the census figures.

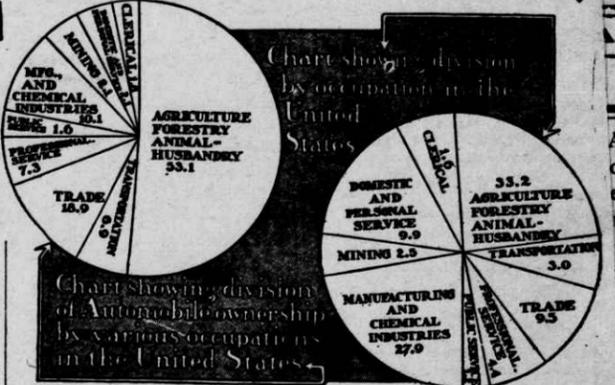
Investigation Proves Usefulness.

The result of this investigation when charted, showed some surprising facts. The first one is that this survey proved that 90 per cent of automobile use is for business purposes.

The next great fact, gained at a glance, was that the men whose business depended upon covering a great deal of ground in a short space of time were its largest purchasers. While these figures apply only to the 1917 production of one manufacturer of cars, we may safely assume that approximately the same divisions by trades are applicable to automobile ownership in general. We have therefore assumed that to be the case in our conclusions.

Shall we expect to find automobiles in the city alone?

Look at the occupational division of the chart. The great American farmer, representing 33.2 per cent of the population of the country, bought 53.1



per cent of the population, could be transported 100 miles or more in a single day. Only the first filling of gasoline would be needed for the journey.

Time Saver for Big Concerns.

Their answer was typical of the saving in time, railroad facilities and man power that the automobile is making. These people told me that the salesman with an automobile could cover from 10 to 20 per cent more ground. In the city the salesman can call on the trade more frequently. In other words, the automobile is the equivalent of 10 to 20 per cent extra man power.

The motor car has been an invaluable aid to men in professional service as is shown by the fact that in this classification representing 4.4 per cent of the population, 7.3 per cent of the automobiles are owned. Here in this highly important occupational

division we find the physician called out in the middle of the night, or speeding to save a life by prompt response to an emergency call. We also find him taking care of more patients over a wider area to make up for some other physician wearing the uniform of the army, the navy or the Red Cross. But what of the country preacher? He too, is going about, using his passenger car to minister to the wants of his congregation, increasing his Sunday attendance and helping in a thousand ways, taking the place of the "circuit rider" but using his automobile in his mission of mercy.

Likewise the lawyer, the judge, the college professor all find that the passenger car helps to conserve time in their duties.

Another significant fact is that the classification, "Public Service" shows that, comprising as it does 1.2 per cent of the population, it contains 1.6 per cent of the automobile owners. This branch is composed of city and county officials, mail carriers and men in the employ of city, state or national government. Many of these men must cover a wide area in their duties and it is here that the motor car is helping.

Helps to Speed Up Industry.

The manufacturing industry affords another of our vast resources. This classification covers the factory owner, contractor, baker, blacksmith, and their operatives. This branch represents a total of 27.9 per cent of the total population of the country and yet shows only 10.1 per cent of the automobiles owned. Located in the cities, industry is not so dependent upon the automobile, and still every motor car in this great branch is doing its part in speeding up production. In the business community having 1,800 automobiles it is safe to say that each one in service will save an hour a day. This would mean that such a community is 125 working days ahead every day. Carry these figures to the 5,000,000 registered automobiles in the country and it means that the nation is 625,000 working days ahead every day in time saved. Or compute this into man power and it gives America the extra services of an army of 625,000 men at work every day.

Under the heading "Transportation" are included all of the managers, su-

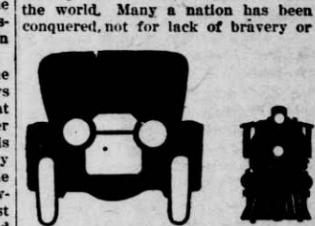
perintendents, foremen and employees of the many public service corporations of the country. Here we find the railroads, telephone and telegraph companies and many like occupations. They represent 3.0 per cent of the population and own but 6.9 per cent of the automobiles. The reason for this small percentage of car owners is at once apparent, as the bulk of the business of these men is over various carriers of the country and here the automobile is not so much an essential to the conduct of their duties.

Mining Minutes With Motor Car.

The next census occupational division covers the mining, quarry and oil-well industries; including owners, superintendents, foremen and operatives. Here we found that while this classification represented 2.5 per cent of the population of the country, it owns 2.1 per cent of the automobiles. This occupation is not one which must necessarily cover a wide area. Yet every hour and minute must count, for all of the products are vitally necessary in the war program.

The next two classifications are composed of hotel proprietors, restaurant owners, boarding-house keepers, clerks and employees. Here, if anywhere, we might expect to find the passenger cars used almost wholly for recreation. But, while these two combined classifications represent 11.5 per cent of the population, they own only 3.9 per cent of the automobiles.

This survey of the automobile and its many and diversified uses only serves to strengthen the conclusion that it constitutes the greatest transportation force in the world. Compare the motor cars with the railroads and we find the automobiles of this country traveling 60,000,000,000 miles a year as compared with the 35,000,000,000 passenger miles of the railroads. These multipliers of energy are traveling 40,000 miles a day, the equivalent of 1,600 times around the world. Many a nation has been conquered, not for lack of bravery or



The passenger automobile travels 60,000,000,000 miles annually as against 35,000,000,000 miles traveled by all railroads.

men, but for the lack of transportation. We are farther from our bases of supply than any warring nation.

This nation must devote every ounce of energy to produce more food, more munitions, but with the enormous increases must come more transportation; more done in less time. We cannot go back to the days of the army mule and pack saddle, the prairie schooner and the "one horse shay." Speed, speed and more speed is the cry. And America answers with her 5,000,000 automobiles—the greatest transportation tool, the greatest aid to personal efficiency in the world.

Value of Priming Cups.

If the motor has no priming cups it will be hard to start on cold mornings. Get a set of spark plugs with priming cups attached. Remember that ether is the best substance for priming.

Truck as Well as Auto.

The average automobile on the farm is a truck as well.



There are 5,000,000 registered automobiles in America. This means that there is one automobile to every twenty persons.

SCRAPS

Arbitration awards give new concessions to London (England) county council tramway employees totaling \$50,000 a year.

All the school boards of Caithness, Scotland, have adopted a minimum salary for assistant teachers, commencing at \$400.

Oyster shells are being used extensively in the manufacture of portland cement along the coast of the Gulf of Mexico.

The first short course of agronomy and animal husbandry at the University of British Columbia is now in full progress.

After a controversy that lasted ten years French scientists have decided that the use of old corks in wine bottles is not detrimental to health.

Two shoes have been patented to support the arches of their wearer's feet, one with a bracket extending forward from the heel and the other having a projection from the shank to the ground.

Ventilate Coal Piles.

Unless coal piles are well ventilated spontaneous combustion will follow. To prevent spontaneous combustion, the bureau of mines gives these suggestions: (1) Build a coal bin on dry ground. (2) Store only one size of coal in each pile. (3) Remove fine coal for immediate use if possible. (4) Don't wet and dry the coal alternately while piling. (5) Store the coal in small piles near the place where it is to be used. (6) Use small bins in storage yards.

CUT EDGE