

\$1,600,000 FOR FOREST ROADS

To Be Spent Within National Parks of Seven Western States.

Washington.—Nearly \$1,600,000 has just been allotted by the forest service, Department of Agriculture, for the construction of highways within or adjacent to the national forests of seven states in the Far West: Idaho, Montana, Arizona, Colorado, Utah, Nevada and New Mexico. The largest state appropriation for this work is \$418,000 for Idaho, Montana comes second with an allowance of \$375,000. Arizona receives \$268,000 and Colorado \$247,000.

In Idaho, six miles in the Lolo pass section of the Selway forest will be built at a cost of \$100,000. For improving nearly seven miles of highway along the Northern Pacific road in the Coeur d'Alene forest \$45,000 has been allotted, with \$5,000 additional offered by the state. This road is a link in the Yellowstone trail. For the extension of the Ketchum-Clayton road to the town of Ketchum, a distance of about seven miles, \$50,000 has been set aside.

One of the important projects involves the construction of three and a half miles along the Elk City highway within the Nez Perce national forest, for which \$75,000 has been allotted. This road is expected to be especially beneficial to the mining community around Elk City, as well as highly desirable for the better protection of the Nez Perce forest.

The North Fork-Payette highway, within the Payette national forest, will be extended from Gardena to Horse-shoe Bend, a distance of about five miles, at an estimated cost of \$97,000. In the Caribou national forest an addition of five miles to the Freedom-Soda Springs road will be made at a cost of \$18,000.

Improvements in Montana. In Montana about thirty-six miles of road will be constructed or improved, most of which is important from the tourist and scenic standpoint. One project is the building of thirteen miles of the Tarkio flat section of the Yellowstone trail, adjacent to the Lolo national forest, to cost \$60,000.

For continuing work on the Belton-Java road and extending four miles from its present terminus to Garry, \$100,000 has been set aside. The road serves the Flathead national forest. In the Gallatin national forest grading will be done on about six miles on the southern end of the West Gallatin road leading to the boundary of the Yellowstone national park.

Another project will be the improving of over three miles of the Yellowstone Canyon highway leading through Absaroka national forest to the northern entrance of the Yellowstone national park. The sum of \$70,000 has been allotted. When completed it will eliminate three bad hills and several grade crossings.

The largest project in Arizona will be the construction of 23 miles between Flagstaff and the east boundary of the Coconino national forest. The road forms an important link in the state highway system.

The sum of \$30,000 has been allotted to build eight miles along the Grand Canyon highway within the Kaibab national forest, beginning at the town of Fredonia. Another item is for \$31,228 to complete eighteen miles of the Prescott-White Spar road in the Prescott national forest. Another important work involves the completion of 86 miles in the Clifton-Springerville section of the Apache national forest, for which \$73,000 has been allotted.

Highway Work in Colorado. In Colorado, \$375,000 has been allotted for widening the Durango-Silverton highway within the San Juan national forest. It is part of the state highway system. The improvements will be made in the Molas Lake, Lime Creek and Cascade sections. The most expensive road work on the Independence Pass highway will be undertaken by the construction of about two miles of road beginning at the east end of the Weller grade section, in which \$50,000 has been allotted and an additional \$5,000 is expected from state funds.

Within the Pike and Leadville forests four miles of standard 18-foot road will be built at an estimated cost of \$97,000. For five miles of 12-foot roadway in the Douglas forest area the sum of \$55,000 has been allotted. For the improvement of 36 miles of forest roads in New Mexico \$160,000 has been allotted. One project calls for \$20,000 to be spent in completing the highway from Canoncito to Pecos, a distance of slightly over 11 miles, which serves the Santa Fe national forest. In the Carson national forest 18 miles of road will be placed in satisfactory shape to meet present traffic demands at a cost of \$80,000.

Between Culebra hill and Pajarito canyon, a distance of about seven miles, the road will be rebuilt at a cost of \$80,000. This road will make the Frijoles canyon, one of the principal features of the Bandelier national monument, accessible over the new bridge at San Ildefonso. The new route will eliminate Buckman hill and Buckman bridge, both of which are in poor condition. It is within the Santa Fe national forest.

In Dixie Forest. In Utah, where \$96,000 will be spent, the chief project involves twenty-eight miles in the Dixie national forest between Cedar City and Duck Lake, in Iron county, and several miles in Kane county. Nearly eleven miles will be built in the Fillmore forest, and a bridge will be constructed over the Frero river in the Uinta and Wasatch forests.

More than \$44,000 will be spent in Nevada, one project amounting to \$30,000 for four miles along the Austin-West road in the Toiyabe national forest. This project links up with the construction of six miles of road authorized a year ago, and \$8,000 will be used in surveying twelve miles along the Ely-Tonopah highway.

The sum of \$118,000 has been appro-

riated to improve seven miles of highways in the Tongass national forest of Alaska and for surfacing four miles from Sitka to Indian Creek the sum of \$23,000 has been set aside. The territorial road commission will also contribute \$2,000.

The sum of \$95,000 has been allotted for the construction of two and a half miles of highway from a point near Skagway to a connection with the Blackett road. This road will be important from a scenic standpoint, especially if it is extended to the international boundary.

For improvements in the Minnesota national forest, \$17,000 will be expended in surfacing the Deer River road with gravel throughout its length of nineteen miles and a bridge will be built across the Cut Foot-Stoux river. An additional \$23,000 will be furnished by state authorities. To construct fifteen miles of the Ely-Finland highway from the Lake county line to Isabelle Post Office \$18,000 has been approved.

He Keeps a Rogue's Gallery of Insects



Dr. J. A. Hyslop of the bureau of entomology, Department of Agriculture, who keeps the record of damage done throughout the continent by the thousands of harmful insects. These records are filed and studied in order that warnings of impending insect outbreaks may be sent to the entomologist so that he may prepare to fight the invading hordes.

Scots Balk at Fee to See Scone Stone

London.—Scotsmen, through one of their members in parliament, are kicking because they, among others, must pay sixpence when visiting Westminster abbey to view the Stone of Scone, which forms the seat of the coronation chair. According to legend, this stone was Jacob's pillow at Bethel, and in the year 840 it was taken to Scone, in Scotland, from Tara, home of the Irish kings. All the Scottish kings were crowned on it until 1296, when Edward the First of England had it brought to Westminster, where all the British sovereigns have since been crowned.

The Scotsmen admit that, in viewing the stone, one gets a lot of history for a "sixpence." Nevertheless, they want parliament to prevail upon the Westminster clergy to permit the public to view the "Stone of Destiny" for nothing, or send it home to Scotland, where it belongs.

The English argument is that in England the stone is in its proper setting, inasmuch as it seems to be fulfilling the old prophecy that, where the Stone of Scone rests, there the Scottish race shall rule.

Turk Court Rules Poker Is Not a Game of Chance

London.—A Constantinople court has decided that poker is not a game of chance, according to the Daily Mail's correspondent in the Turkish city. After hearing a gambling case, in which the defendants were alleged to have violated the law by playing poker, the court held there had been no gambling because chance did not enter into the competition. According to the decision, poker is now permissible in Turkey. The public prosecutor, however, disagrees with this definition of the five-card pastime and has announced he will appeal to a higher court.

Slaughtering Coyotes

Broken Bow, Neb.—June was a record month for coyote scalps in this country. Since May 24 539 scalps were brought in to the county clerk's office, 427 of them coming in during the first 16 days of June. They are coming from all parts of the country, which shows that the people are making a determined effort in every section to kill the animals.

Henry Ford Buys Two More Historic Homes

Boston.—Henry Ford has bought two more important New England landmarks. Two early homes at North Kingston, R. I., built about the middle of the seventeenth century, already are on their way to Sudbury, Mass., where they are to be rebuilt. Sudbury is the site of the famous Longfellow Wayside Inn, which Ford owns. The houses are known as the Sanford and Congdon places. The Sanford place was erected about 1650. Richard Smith built the Congdon place as a trading post in 1650.

Air-Sea Bomber Success

Southampton, England.—Successful tests have been made with a new air-sea bomber built for the Spanish government by an aircraft firm here. The plane easily "took off" as well as came to anchor on rough water. Pilot, gunner and observer are accommodated in the forward position of the boat and the bombs are carried in the hull.

SAO PAULO, CITY OF MODERN IDEAS

Prosperous and Beautiful Capital of Brazil's 20 States.

Washington.—Sao Paulo, Brazil, scene of a rebel uprising, is the source of the morning aroma from millions of steaming coffee cups all over the world, remarks a bulletin from the Washington headquarters of the National Geographic society.

"Sao Paulo, the city, is the prosperous and beautiful capital of the richest of Brazil's 20 states. The city has half a million people. The state of Sao Paulo is larger than all New England and Pennsylvania combined. It comprises only one-thirty-second part of Brazil's vast area, but contains one-eighth of the country's population.

"To the visitor it seems as if the state had two major products, coffee and—statistics! Its aggregate acreage of coffee trees exceeds the combined areas of Delaware and Rhode Island. There are more than seven coffee trees in the state for every man, woman and child in the United States. At 30 cents a pound, the world pays Sao Paulo about \$340,000,000 annually for her 1,135,000,000 pounds of coffee produced. As a specialized wholesale grocery her coffee business is only to be compared with Cuba's sugar crop.

"Geography, religion and romance are strangely blended in Sao Paulo's coffee. Solomon, for all his wisdom, overlooked a potential source of great wealth, for coffee is generally believed to have originated in Abyssinia, where Solomon's descendants reign to this day. It was not introduced into Brazil until 1723.

"A Portuguese sailor was the Captain John Smith of Sao Paulo. He married the South American Pocahontas, daughter of the chieftain Tiberion. That was about 1500. Then came Jesuit missionaries, who are accredited founders of the state, and when they celebrated their first mass on the anniversary of the conversion of St. Paul they named the country for that apostle.

"Corn and Potato Move North. "Curiously enough, coffee rules in Brazil, while two indigenous South American crops, corn and the 'Irish' potato, are mainstays in North America.

"Sao Paulo, the city, is purposefully modern, so much so that some of the social and engineering projects were put into effect there while they were still 'paper programs' in North America.

"For years now, when a new schoolhouse is built in Sao Paulo, the school physicians have passed upon the lighting, the kinds of seats to be used and other hygienic details. Indeed, they must even approve the type and its spacing in textbooks before they are adopted!

"An unusual sight of the city is the snake farm. The snakehouses, looking like beehives, cover a large tract. The snakes are the sources of serum used to treat sufferers from the bites of rattlesnakes, the deadly jaracaras, and other venomous reptiles.

"The railroad from Sao Paulo to Santos, the world's foremost coffee port, is famous among engineers the world over. There is a drop of 2,600 feet in seven miles over one section. Steel cables, stationary engines and especially-equipped locomotives are required for the 35-mile run between the two cities. There are 13 tunnels, but the trains emerge from each to disclose some surprising new panorama of wooded mountain, valley of banana or coffee trees, torrential stream or gorge of dizzy depth.

"The road is said to be one of the best-paying in the world. Since the dividends are limited by law, its earnings have gone into sumptuous stations, fine rolling stock and perfected equipment until one visitor remarked that all remaining to be done was the gliding of the tops of the telegraph poles.

"Peculiar Geography. "The steep railroad climb from Santos to Sao Paulo gives a hint to the peculiar geography of the state. For nearly 400 miles along its coast is a low belt, narrow in the north and widening to about eighty miles in the south. Here the weather is hot and moist and the crops are bananas, coconuts, vanilla beans and cacao. This lowland is marked by a line of hills, back of which is an undulating plateau, cooler and dryer, where the coffee finds ideal growing conditions.

"Sao Paulo is notable for its varied architectures, ranging from chalet types, Moorish palaces and buildings of the French Renaissance period to modern office structures. Its outlying streets are as plentifully planted with trees and as well interspersed with flower-planted parks as Washington, D. C.

"The port of Santos is given over principally to shipping, but lacks the equator of many older ports. It has a beautiful beach, where the sand is packed so hard that automobiles may drive to the water's edge.

"The city has a remarkable theater, with a telescopic roof. By means of an electric mechanism this roof may be removed in ten minutes and the building converted into an open-air auditorium. The orchestra chairs are removable, so that shortly after the curtain falls a ballroom is available for dancing."

Jump of \$600,000,000 in Farmers' Receipts

Chicago.—Net cash receipts of the American farmers this year will be over \$600,000,000 above last year, says the research department of the American Farm Bureau federation. Nearly half is to be credited to the cotton crop.

Interest and taxes will probably be slightly less than last year. "What the man on the farm gains from now on he can hold for himself," says the report.

! fear

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