\$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 serv-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 \$413,000 for Idaho, Montana comes second with an allowance of \$375,000. Arizona receives \$293,000 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 Horseshoe 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 \$16,000.

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 ailes 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 erves 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 Vellowstone national park.

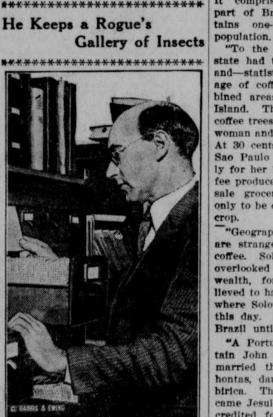
Another project will be the improv ing of over three miles of the Yellowstone Canyon highway leading through Absaroka national forest to the northern entrance of the Yellowstone national park. The sum of \$70,000 has been allotted. When completed it will liminate three bad hills and several grade crossings.

The largest project in Arizona will be the construction of 23 miles be- Tara, home of the Irish kings. All

priated 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 ontribute \$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 be extended to the international boundary.

For improvements in the Minnesota of 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-Sloux 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.



Dr. J. A. Hyslop of the bureau of entomology, Department of Agricul- of St. Paul they named the country ture, who keeps the record of damage for that apostle. 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 in-Ica vading hordes.

Scots Balk at Fee to See Scone Stone

London .- Scotsmen, through one of ica. their members in parliament, are kicking because they, among others, house is built in Sao Paulo, the school must pay sixpence when visiting physicians have passed upon the light-Westminster abbey to view the Stone of Scone, which forms the seat of the other hygienic details. Indeed, they coronation chair. According to legend, must even approve the type and its this stone was Jacob's pillow at spacing in textbooks before they are Bethel, and in the year 840 ft was adopted! taken to Scone, in Scotland, from

"An unusual sight of the city is the snake farm. The snakehouses, looking en Flagstaff and the east boundary the Scottish kings were crowned on like beehlves, cover a large tract.

THE MONITOR



of the Coconince national forest. The it until 1296, when Edward the First 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 \$\$1,-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, \$575,000 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 \$8,000 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 \$67,000. 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 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 satsfactory shape to meet present traffic demands at a cost of \$60,000.

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 prin-cipal 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 Te national fores

In Dixie Forest. In Dixie Forest. In Utah, where \$95,000 will be spent, the chief project involves twenty-eight miles in the Dixie national forest be-tween Codar City and Duck Lake, in een County, and several miles in Kane unty. Nearly eleven miles will be ult in the Fillmore forest, and a fidge will be constructed over the ovo river in the Uinta and Wasatch

More than \$44,000 will be spent in forada, one project amounting to \$30,-00 for four miles along the Austin-Test read in the Toiyabe national for-The sum of \$115,000 has been appro-

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 "saxpence." 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 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 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 lnn, which Ford owns. The ouses are known as the Sanford and Congdon places. The Sanford and was erected about 1650. Richard Smith built the Congdon place as a trading post in 1650.

Air-Sea Bomber Success Southampton, England.-Successful sets have been made with a new sirtests have been made with a new sir-marine 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 accommo-fated in the forward position of the boat and the bombe are carried in the

The snakes are the sources of serum used to treat sufferers from the bites of rattlesnakes, the deadly jaracas, 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

"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 gilding of the tops of the telegraph poles.

"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 cofCoughs, colds, nasal catarrh, stomach and bowel disorders are among the more common affections of the mucous linings which call for Pe-ru-na.

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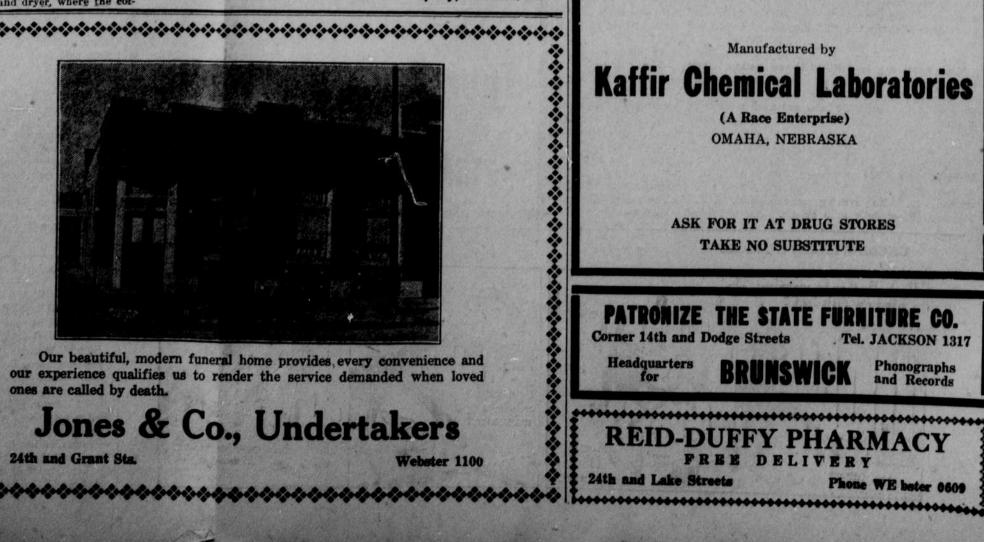
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