

HOME TOWN HELPS

SOUNDS A DISCORDANT NOTE

Plan for Civic Beautification is Opposed by Leading Pittsburgh Journal.

At Atlantic City the United States department of agriculture proposes to demonstrate for the country what can be accomplished in civic beautification by transforming bare lots, street terraces, portions of playgrounds and vacant property into flower gardens. Alexander Weinreb, who last year visited Europe to see what is being done there to spread the beautification movement among the people has been designated in charge of the Atlantic City plan. Substitution of flowers for vegetables in lot development will be urged generally, it is said, if it succeeds there.

The project, says the Pittsburgh Dispatch, recalls the free seed largess. If the department of agriculture is going to try to make those seeds grow, something that few of the recipients of congressional bounty have been able to do, it may be all right, but it seems as much a waste of governmental effort as the seed distribution is of public money.

Civic beautification, further observes the Dispatch, might well be left to the various communities themselves. If Atlantic City householders or lot owners prefer vegetables to flowers, in the hope of cutting down the cost of living or making money supplying the tables of visitors, why should Uncle Sam intervene? Just at this time, with so many important crop problems to be considered, the department might be more profitably employed on practical work.

TREES ON PUBLIC STREETS

New York Authority Would Have Municipalities Take Up Work of Planting and Care.

The New York State college of forestry at Syracuse university is urging the municipalities of the state to take up public control of street tree planting and preservation in the same manner as public control is exercised over other street improvements. During the last year the college has made investigation of the shade trees in many cities and towns of the state, including New York city, Syracuse, Binghamton, Amsterdam, Mt. Vernon, Newburg and Olean. It has been found that thousands of shade trees are dying along the streets of the cities due to past mistakes in selection of varieties and in spacing the trees at the time of planting.

Within the cities of the state there are, it is said, 20,000 miles of street capable of sustaining a growth of 5,000,000 shade trees, which can be made worth \$100,000,000 in increased property value. Buffalo spends annually about \$75,000 for planting and conservation of shade trees along its public streets.

Almost half of the land area of New York state is better suited, it is said, to the growing of timber than to agriculture. Agriculture alone cannot solve the land problems of the state. Forestry and agriculture are co-ordinate, and together will bring about the most effective utilization of the soils of the state and of the country.

—New York Press.

PAYS TO GUARD THE TREES

Either on Street or Lawn, it is a Mistake to Leave the Saplings Unprotected.

Young trees, especially street trees, should be protected and supported by tree guards placed around them immediately after planting. For street trees, a wire or metal guard is most economical. For lawn trees, a single stake firmly driven into the soil is usually sufficient. Leather or canvas straps should be used to attach the tree to the support.

Cultivation of the soil for three feet around the tree is beneficial during the first years of growth. Loosen the top soil with a spade or hoe a sufficient number of times during the season to keep down weeds and grass. A mulch of leaves or manure in the fall retains moisture and acts as a fertilizer when spaded under. During the hot, dry periods of the summer months, watering should be done once or twice each week, not often. The feeding roots which take up the moisture are at a distance from the trunk equal to the length of the branches, and the water should be applied liberally, but not too frequently, to these feeding roots.

Improving the Little Red School.

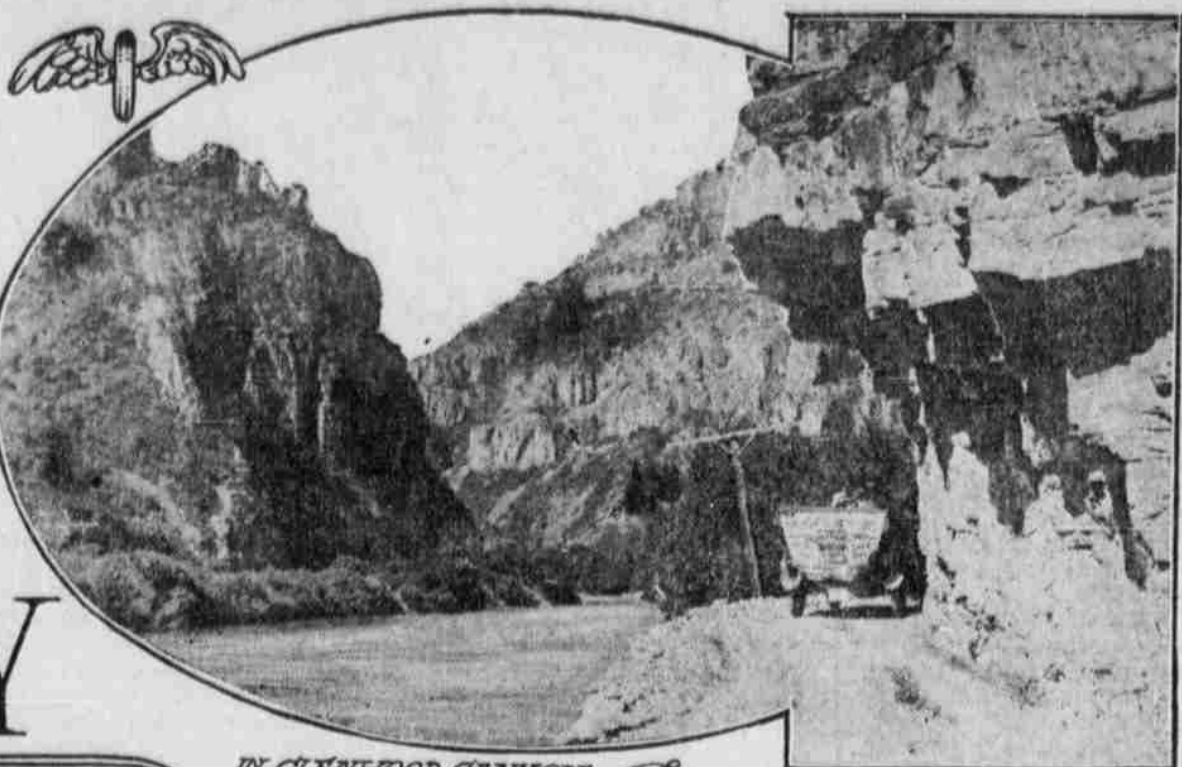
At its recent annual meeting in Springfield the Illinois State Teachers' association passed resolutions, of which this was one: "We favor a law requiring the erection of schoolhouses on plans providing for proper heating, lighting, ventilation, seating and other sanitary arrangements, as provided by the department of public instruction."

Improvement of the facilities, accommodations and surroundings of country schools is a highly important development. Better rural schools will aid materially in checking the drift of the population from the country to the city.

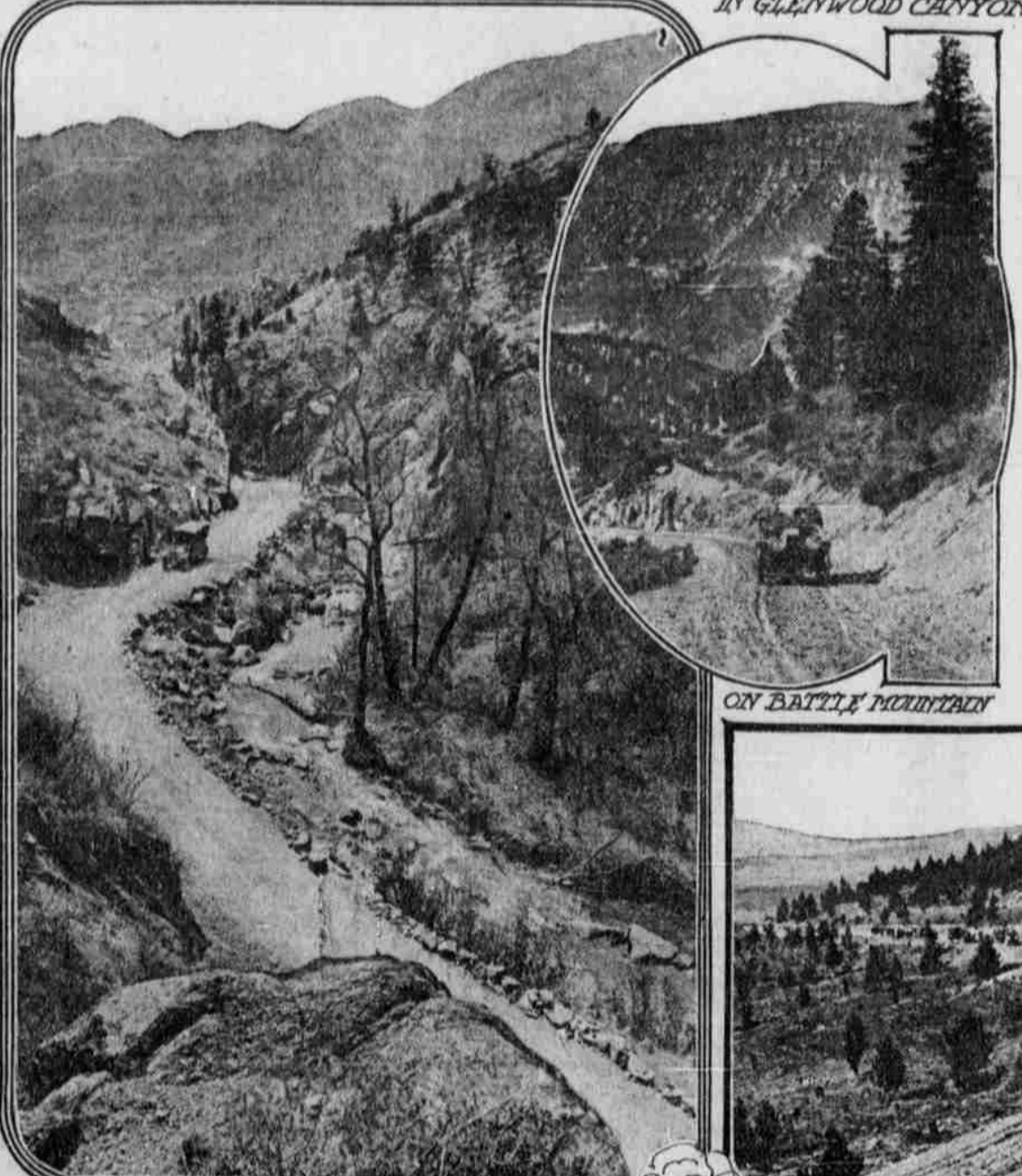
Earthquake Distribution.

Rev. H. Y. Gill, an English clergyman, on studying the dates and places of occurrence of 839 earthquakes, found that 674, or more than three-quarters of them, occurred in sequences, the successive units of which were separated by a week or less. Mr. Gill believes that any great displacement of the crust of the earth makes the earth to rotate unevenly or "wobble," and that the unevenness of motion has to be neutralized by displacements in other regions, where they will balance the original displacement.

GREAT OCEAN to OCEAN HIGHWAY



IN GLENWOOD CANYON



ON BATTLE MOUNTAIN

IN UTE PASS



CLIMBING THE CONTINENTAL DIVIDE

Every mile of the way is interesting; most of it is pleasant, and some of it is both charming and thrilling. No one can truthfully say that he has seen the grandeur and beauty of the Rocky mountains unless he has made this trip. We enter the mountains at Manitou, through historic Ute pass. The canyon broadens, and then the road winds over pine-covered hills. The bright colors of the rock change to gray, and rugged formations to comparatively smooth hills; a great rock basin, miles across, lies before us; we catch glimpses of snow-capped mountains 80 miles away. We climb through picturesque wooded hills, and as we reach the top of a small pass get our first view of South park—a great tableland, 20 miles long and 40 wide. Beyond, a winding road leads to Buena Vista, and as we follow up the Arkansas river, we pass over the "Eye Brow" road. It is not long until we catch glimpses of Twin lakes—great crystal gems that nestle about the feet of towering mountains. A boulevard leads to Leadville, world-famed mining camp, and the highest city of its size in the world. It is only nine miles to the Continental divide—Tennessee pass, two miles above sea level. The road is smooth as a boulevard, and the upgrade is only 4 per cent. After leaving the Continental divide the road runs over an abandoned railroad grade around and through a valley of indescribable charm; we pass into a rugged canyon to the town of Red Cliff and begin the ascent of Battle mountain.

Half way up the mountain one forgets his scare in the fascination of the panorama which unrolls before him. Now we proceed along the top of the canyon rim past a mining camp; and again we are thrilled as we look into the yawning depths below—the ride along the shelf of this gorge for miles is thrilling—fascinating beyond the power of words. Then we descend into the Eagle River valley and pass from almost appalling grandeur into a peaceful, fertile valley. A run of 45 miles brings us to the entrance to Glenwood canyon, through which runs the Grand river. No word artist can describe this trip as the automobile winds over the narrow road around the base of towering painted cliffs and peaks which assume a multitude of fantastic shapes. Each turn in the canyon brings new charms, and still the decorated walls, the rushing river that hurls itself in sinuous curves over the stony bed—until at last we pass out of the canyon directly into the delightful resort of Glenwood Springs. The ride to Rifle is most refreshing; in place of the ruggedness of the awesome canyon, we have a broad fertile valley, framed by gently rising, bright red mountains. Here the Pikes Peak Ocean to Ocean highway leaves the railroad and turns north, through a country of quiet, pleasing but varied beauty, to Meeker, an inland town in broad, fertile valley of White river. After leaving the rich, irrigated land, much of the country is not particularly interesting, and between Rangely and the Utah line is the only section of desert, 25 miles, traversed by this highway. As soon as we cross over into Utah we reach a graded road, through flat tableland skirted with rolling, rocky hills. Jensen on the Green river is surrounded by a fertile, well-cultivated valley, and it is most refreshing to come into this prosperous agricultural country which continues as we go westward through the Utah basin. To the weary traveler, Vernal is an oasis in a desert; some day a railroad will run through this country, and when it does, this will be one of the richest and most desirable sections in the West. We pass through Fort Duchesne, an abandoned military fort; then on to Roosevelt and Myton, both new, modern, progressive towns. All the way from the Utah line to Duchesne we have good, traveled roads; here there are two auto roads to the railroad; one to Colton, 51 miles, and the other to Heber, 80 miles. The road to Provo is through Provo canyon, one of the most beautiful scenic canyons in the mountains. Provo is a modern city, picturesquely located between the mountains and Utah lake, and is an attractive place to visit. A splendid graded road, running sufficiently high above the great Utah valley to give a pleasing view of mountain and plain and fields of billowing grain, completes the run into Salt Lake City.

To demonstrate the feasibility of this highway, there was held last summer an official inspection trip from St. Joseph to Colorado Springs, followed by a reliability run from that point to Salt Lake City. Regarding that portion of the road between St. Joseph and Colorado Springs a member of the official party said: "This tour holds no dreariness, no weariness, no monotony. This is pleasant thoroughfare. The meeting that was the forerunner of this trail was held in March, 1912, and so busy have the promoters been that you can speed along the whole way at a rate of from twenty-five to thirty-five miles an hour—and we did. Markers everywhere tell you when and how to turn. Hospitality greets you on every hand. There are long, level stretches in Kansas; you'd be disappointed if there weren't. You run through them just long enough to get enjoyment out of the scene, and then you dip down into the most delicious valleys and around wooded trails and through bosky dells. You always think of toiling ox teams and clouds of dust and a dreadful thirst when you turn your mind toward western Kansas. But the real truth is that traveling through this country—and eastern Colorado as well—is a delightful surprise. You get just enough of everything you've heard about as being there, and never too much. You see jack rabbits, and prairie dogs, and sod houses, and tumble weed—and silos and cornfields—cornfields extending as far over the divide as you can see—and wheat until your eyes get tired of distance. Eastern Colorado is the biggest surprise. You are fascinated throughout by the scenery, the spirit of the country and the history, told you by men and by silent landmarks and tokens along the way."

"The trip from Colorado Springs to Salt Lake City by auto over the Pikes Peak Ocean to Ocean highway leaves the memory full of pleasant impressions," said one of the members of the reliability party. "Every mile of the way is interesting; most of it is pleasant, and some of it is both charming and thrilling. No one can truthfully say that he has seen the grandeur and beauty of the Rocky mountains unless he has made this trip. We enter the mountains at Manitou, through historic Ute pass. The canyon broadens, and then the road winds over pine-covered hills. The bright colors of the rock change to gray, and rugged formations to comparatively smooth hills; a great rock basin, miles across, lies before us; we catch glimpses of snow-capped mountains 80 miles away. We climb through picturesque wooded hills, and as we reach the top of a small pass get our first view of South park—a great tableland, 20 miles long and 40 wide. 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Other things being equal, the transcontinental tourist will naturally seek the route of greatest scenic interest. Because it does traverse the heart of the scenic country of Colorado and Utah, the Pikes Peak Ocean to Ocean highway, therefore, holds the key to the transcontinental situation. It is the natural and logical way—and its further development is assured by the states, cities, counties and communities through which it passes. Merely drawing a line on a map and giving it a name does not make a transcontinental highway, and the important fact about the Pikes Peak Ocean to Ocean highway is that the state units were already in high state of development before any effort was made to attract travel or to federate for the development of the highway.

THE European war has focused attention more strongly than ever before upon the idea embodied in the phrase, "See America First." Thousands who have been in the habit of spending their vacations, winter or summer, abroad are scanning the map of the United States with renewed interest and are discovering that natural attractions, scenic wonders and good roads which they had hardly thought in existence are to be found without the necessity of making an ocean voyage.

With the great impetus which the automobile has within recent years given to touring and with the rapid development of better roads, the motorist has been traveling the highways and byways in search of scenes that are new and roads that are good. This year, 1915, will see a great stream of travel from east to west and west to east—attracted by the two California expositions and by the novelty of a transcontinental tour by motor.

Definite routes have been established, and the automobile owner now has almost as great a choice of routes as has the traveler by train. A truly remarkable work has been done within the last few years in developing highways and linking them together into interstate and national roads. They are named and marked, mapped and pictured until it is the exception for the motorist to find himself on a nameless route.

The latest of the transcontinental highways is the Pikes Peak Ocean to Ocean highway. This road is being developed by an association resulting from the federation of several strong state units.

The Pikes Peak Ocean to Ocean highway has a distinctive organization from Terre Haute, Ind., to Salt Lake City, Utah, with splendid connections at both these termini. At Terre Haute it joins with the National Old Trails road, which carries it through Indianapolis, Columbus, Wheeling, Cumberland to the national capital, Washington, and thence to New York city. From Springfield, Ill., it also has a good connection through Toledo, Cleveland, Erie, Buffalo, Rochester, Albany and down the Hudson to New York city.

From Terre Haute, it continues westward through Springfield, Ill., crossing the Mississippi river at Hannibal, Mo., thence in a direct line over the Hannibal-St. Joseph Cross State highway through Missouri to St. Joseph. Here it joins the Rock Island highway through northern Kansas, through Belleville, Norton and Colby, to connect at the Colorado line with the Pikes Peak route through Limon to Colorado Springs. Here it enters the mountains through Ute pass, and after crossing the South park, begins the ascent of the continental divide which is achieved, just beyond Leadville, on a 4 per cent grade over an improved road. The top of Tennessee pass, 10,400 feet above sea level, is the highest point on the road between the two oceans, and now begins the descent to the Pacific side. The thrilling ride over Battle mountain is followed by the peaceful Eagle River valley, which leads into the

AFTER THE WINTER'S COLD

Thoreau Was Never Able to Determine Exactly the First Thing That Stirred in the Spring.

Thoreau, as revealed in his journal, was for years trying to settle in his own mind what was the first thing that stirred in spring, after the severe New England winter—in what was the first sign or pulse of returning life manifest; and he never seems to have been quite sure. He could not get his

salt on the tail of his bird. He dug into the swamps, he peered into the water, he felt with benumbed hands for the radical leaves of the plants under the snow; he inspected the buds on the willows, the catkins on the alders; he went out before daylight of a March morning and remained out after dark; he watched the lichens and mosses on the rocks; he listened for the birds; he was on the alert for the first frog ("Can you be absolutely sure," he says, "that you have heard the first frog that croaked in the town-

ship?"); he stuck a pin here and he stuck a pin there, and there, and still he could not satisfy himself. Nor can anyone. Life appears to start in several things simultaneously. Of a warm, thawy day in February the snow is suddenly covered with myriads of snow fleas looking like black new powder just spilled there. Or you may see a winged insect in the air. Or the selfsame day the grass in the spring run and the catkins on the alders will have started a little; and if you look sharply, while passing along some

sheltered nook or grassy slope where the sunshine lies warm on the bare ground, you will probably see a grasshopper or two. The grass hatches out under the snow, and why should not the grasshopper?—John Burroughs, "Signs and Seasons." Ups and Downs. George—Dearest, I could lay down my life for you. Mabel—But, love, you fall horribly when it comes to laying up anything, don't you?—Puck

Lengrand No. 59062

Is a bay Belgian Stallion, 9 years old; weight 1900 lbs.; small stripe in forehead, and right hind foot white. He was bred by Mr. Felix Cozpez, of Bassilly, and was imported March 1, 1911, by W. A. Lang & Co., of Greely, Iowa. He was foaled in 1906.



PEDIGREE—Sired by Prince du Chenoy (21308), he by Duc du Chenoy (11056), out of Charlotte II (15409). Dam, Mouche de Thienes (62809), she by Organiste (3604), out of Fanie de Villers (40705).

Will Stand the Season of 1915

Monday, at the Chas. Bliven farm. Tuesday, at the Char. Heikes farm. Wednesday and Thursday at Henry Filmore's. Friday, at the Homer Livery Barn. Saturday, at the E. L. Ross place on the old Wm. Nixon farm.

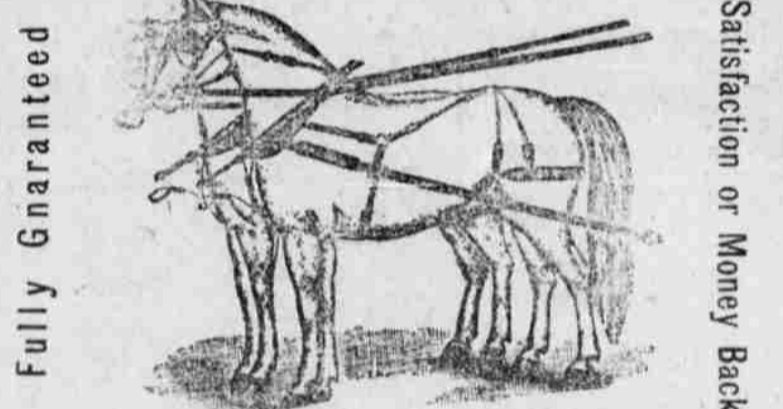
TERMS—\$15 to insure in foal; \$20 for standing colt. Upon the sale or removal of mares from the county, foal bill becomes due at once; or when mares are not properly returned for trial services, fees become due at once. Due care will be taken to prevent accidents, but at risk of owner of mare, if she sustains any.

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