His Little Mortality Joke.

"Your friend Graspins considers himself a wag."

"Why, you have just met Graspins. How do you know that he considers himself a wag?"

"I heard him perpetrate that old wheeze about an undertaker being the last person in the world he wants to have any dealings with."

Information Wanted.

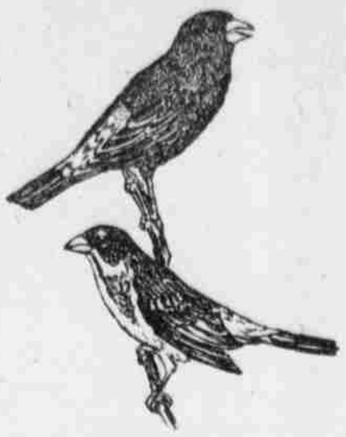
Bill—This paper says the University of Wisconsin, Madison, now gives a theoretical course in football.

Jill—What I want to know is, can a fellow lose an ear or a nose theoretically?

Many a man's popularity begins and ends with himself.

VALUE OF GROSBEAKS TO AGRICULTURE

Cardinal and Gray Grosbeaks.



Blue Grosbeaks.

(By W. L. M'ATEE.)

Seven kinds of finches, commonly known as grosbeaks, are to be found within the boundaries of the United States. The majority of these are good friends of the farmer and deserve to be widely known in order that their services may be appreciated. The grosbeaks are easily distinguished from other finches by their stout forms, bright plumage, massive bills and melodious voices. All of these birds perform invaluable service to our farmers by destroying certain of our own worst insect pests.

The rose-breasted grosbeak, potato-bug-bird, has an extensive range, breeding from Kansas and the mountains of Tennessee north to Canada and north and east to the Atlantic ocean and Newfoundland. The rose-breast has long been held in high esteem because of its habit of preying upon the potato beetle, and the name potato-bug bird suggests its important services in this direction. Larvae, as well as adult beetles, are consumed, and a great many are fed to nestlings. No less than a tenth of

Black-Headed and Rose-Breasted Grosbeaks.

the total food of the rosebreasts examined consists of potato beetles—evidence that the bird is one of the most important enemies of the pest. Its services in devouring other exceedingly harmful insects are scarcely less valuable.

The cardinal, redbird, ranges from southern Mexico, Lower California, and Arizona, north to Iowa and Ontario, and east to the Atlantic coast. It is a great enemy to the rose chafer, cotton worm, plum or cherry scale, and other scale insects, and attacks many other important insect pests, including the zebra caterpillar of the cabbage, the cucumber beetles, billbugs, locust flea-beetle, corn-ear worm, cotton cutworm, southern fig-eater, codling moth, and boll weevil. In addition it consumes a great many seeds of injurious weeds. Thus its food habits entitle the bird to our esteem, as its brilliant coat and spirited song compel our admiratoin.

The black-headed grosbeak, western grosbeak, ranges from southern Mexico to British Columbia, North Dakota and Nebraska. It fills the same place in the west that the rose-breast does in the east, and economically is fully as important. Instead of being regarded as an enemy by western orchardists, the blackhead should be esteemed as a friend, since it is a foe to the worst pests of horticulturists — the scale insects — which compose a fourth of its food. The black olive scale alone constitutes a fifth of the bird's subsistence, and the frosted scale and apricot scale also are destroyed.

The blue grosbeak is a small but beautiful bird which breeds over the southern two-thirds of the United States. Blue grosbeaks do no damage during the nesting period, and, in fact, are of great value to any farm they choose for a home, since they eat many insects. A tenth of the subsistence is made up of purslane caterpillars and cotton cut-worms, enemies of sugar beets and cotton. Because of its effective warfare on these pests, the blue grosbeak is an efficient ally of the farmer and deserves to be protected.

The gray grosbeak, parrotbill, enters the United States only in Texas, Arizona, and New Mexico. Like the blue grosbeak it is more fond of caterpillars and grasshoppers than of other insects. Weevils are next in order of preference. In August and September seven-tenths of the gray grosbeak's food is weed seed, five-tenths consisting exclusively of the seeds of two of the most important weeds of the south, namely, foxtail, and bur grass. So far as known, the gray grosbeak eats practically no beneficial insect and damages no crop. This, in addition to the fact that it feeds upon noxious weed and insect pests, entitles it to complete protection.

Planting wild fruit is important for the purpose of attracting birds. Besides the fruits above mentioned, the following are valuable: Dogwoods, hollies, juniper, bayberry, Virginia creeper, blueberries, blackberries and wild grapes. Not all the thickets on a farm should be removed, since they serve to harbor birds, to protect them from enemies, and to furnish nesting sites. Where thickets are lacking, the growth of artificial ones should be encouraged, for they are very attractive to grosbeaks, particularly to the cardinal.

A permanent drinking and bathing place on the farm and in the garden is to be numbered among the most potent attractions for birds, and with a little ingenuity one can be prepared in almost any locality. Winter feeding serves to attract the cardinal, which relishes corn, sunflower, and other seeds, and takes kindly even to table scrap. If particular premises prove congenial as a winter home, the bird is likely to prefer them in summer.

No efforts to attract grosbeaks will succeed, however, unless protection is assured. Grosbeaks are already protected by law in practically every state, but, since the machinery for the enforcement of the laws is often ineffective, statutory protection must be supplemented by individual action, particularly under trespass laws.

THROW AWAY THAT BIG CLUB

Every Time You Strike a Meat Animal With It You Injure Its Value at Market and Your Bank Account Must Suffer.

A lot of systematic money savers are the meat handlers of the United States.

We refer to the men who buy live stock and convert it into cuts to be sold over the butcher's counter. They are constantly warning the grower of live stock, the men who handle it in transit to market, and alike those who handle it at market, to "LAY DOWN THE CLUB" and avoid bruising the animals.

The men who buy live stock, upon slaughtering it and finding bruised carcasses, are losers where they are unable to discount the losses by buying the stuff at a lower figure than prevails for sound animals free of bruises, which have been handled by men who have a LITTLE HUMANE CONSIDERATION FOR THEIR PROPERTY.

The club in a live stock handler's fist, swung in a fit of temper upon the back of an animal, acts as a boomerang in that it rebounds and hits the purse of the owner of the animal a hard blow.

The big packers keep a careful record of their live stock purchases. THEY KNOW THE ORIGIN OF A BRUISED ANIMAL and the seller is held to account for their loss. His punishment comes INDIRECTLY, but it is a PRICE PUNISHMENT, which should teach him that inconsiderate treatment of live stock IS NOT GOOD BUSINESS POLICY.

Exercise care in handling your live stock at home; insist upon careful handling in transit and at market.

Everybody hates a club swinger. He is a fellow whose mentality appears weak. There are on the statute books severe penalties for inhumane treatment of animals, but the severest penalty for a man who wields a club over the back of an animal ought to be the guilt of his conscience.

Let's throw away the club and handle live stock in a manner which will insure its delivery at the slaughter house in condition to command the highest price BY REASON OF ITS FREEDOM FROM BRUISES WHICH NEVER OUGHT TO BE FOUND ON THE CARCASS.

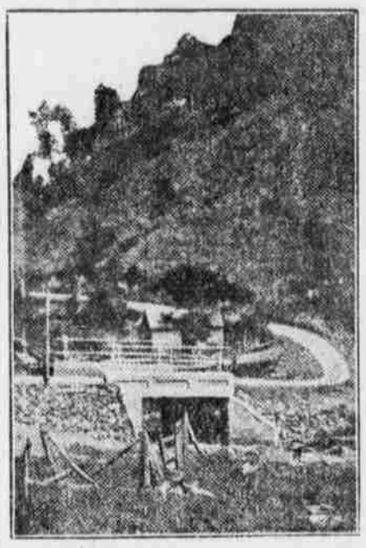
PUBLIC ROADS

TO DEMONSTRATE IN SOUTH

Highway Association to Show Value of Practical Maintenance on Road to Atlanta, Ga.

In order to demonstrate the value of practical maintenance of highways, the American Highway association, the central good roads organization of the United States, has arranged, in cooperation with the federal office of public roads and road officials in Virginia, North Carolina, South Carolina and Georgia, for an ambitious maintenance experiment on the road from Washington to Atlanta, Ga. Over 700 miles of road are expected to be improved and kept in condition as a result of the initiative of the American Highway association. The experiment is on a larger scale than any maintenance experiment ever undertaken in this country.

The great maintenance object lesson road extends from the capital of the United States through a very historic section of the country, passing such famous points as Arlington, Mount Vernon, the battlefield of Bull Run, Chancellorsburg, en route to Richmond, thence extending southward through the capitals of North and South Carolina, and terminating at Atlanta.



Concrete Culvert in Virginia on a Stretch of Macadam Road.

The American Highway association will enlist the support of the counties and districts traversed by the road, and, wherever possible, induce the local authorities to place the road under the supervision of government engineers who will be detailed from the office of public roads for that purpose under the co-operative arrangement.

Probably 75 per cent, of the total mileage has already been improved by a surfacing of stone, gravel or a mixture of sand and clay. The object of the maintenance scheme is to prevent the improved portions of the road from deteriorating from lack of suitable care, and to make the unimproved portions as comfortable for travel as possible with the money available.

With the co-operation of all different communities, however, it is hoped that concerted work will be undertaken on the entire stretch of highway, resulting in a continuous maintenance object lesson that will be a stimulus to maintenance throughout the country. The American Highway association has undertaken to raise the money for the traveling expenses of the engineers who will supervise the work.

Leonard Tufts is chairman of the committee designated by the association to have charge of the campaign, and has already arranged to place 110 miles under government engineers. It is expected that all counties traversed by the road will cheerfully enter into the arrangement, as it is a long step toward a continuous stretch of road that will benefit the entire seaboard.

Better Roads.

Good roads not only cheapens the cost of transporting farm produce to market but makes the country a desirable place to live in.

We hear much talk about federal aid for good roads, yet if we wait for this movement to crystallize into a reality the people of the country will be riding in mud for some time to come. The thing to do is to take off coats and buckle into a plan for local road improvement. Be a booster for the grading of roads and follow up the work with the King road drag for maintenance.

The principle of all good roads in all states is the same, viz., keeping the water out and off of the roadbeds. Ditch, drain and drag the roads. This is the tripod of good road building.

Of Value to Country.

Good roads may not be the whole solution for prosperity and happiness of country life, but they are a part of it, and a very necessary and important part of it.

Good Road Advocates.

It is gratifying to observe that every owner of an automobile immediately becomes an advocate of good roads.

The Man Without Folly.

William Dean Howells, apropos of the tercentenary of the birth of La Rochefoucauld, quoted at a dinner in Boston some of the famous Frenchman's maxims.

"La Rochefoucauld," said Mr. Howells, "wasn't the sorrowful misanthrope some people think, but a gay and gallant figure. His character was best protrayed, indeed, by one of his best maxims:

"'He who is without folly is not so wise as he thinks.'"

If we were permitted to choose our neighbors they would probably turn out just as unsatisfactory.

Some men try to hide their light under a bushel, while some others make a fireworks display.

Some of us don't really forget our promises. We just brush them up and use them over again.

It's all right to look ahead, but don't be too previous.