NEWS and GOSSIP of WASHINGTON

Motorman's Goldenrod Almost Caused Trouble

WASHINGTON.—It is right early in the season for goldenrod, but there are always pioneers. One blossom, anyhow, must have started in to bloom ahead of official fall weddings, for a motorman had it stuck in his cap as he breezed his car toward the capitol the other afternoon.

The yellow of it caught the interest of an oldish couple, who smiled at each other, the way comrades do when some trifle recalls associations that belong to both. Also, the sprig passed its talk-value on to a couple of young fellows, one of whom must have had experiences to go by:

"His girl gave him that."

His companion, being a trifle younger and therefore a whole lot wiser, knew better. "Betcher he stuck it there to make her believe his other girl gave it to him. He knows how to make 'em jealous, all right. Oh, say, ole man, did I show you the postcard Lil sent me from Colonial Beach? It's a dandy."

The other responded with a suddenness which implied his right to be considered when Lil's favors were being passed around.

"Let's look."

The younger fellow fumbled in his pockets and then remarked with maddening nonchalance that he must have left it in his other coat.

"Your other coat—huh."

That was every word he uttered, but—take it from dear Mercutio—enough is always enough. There was no other coat.

The two foolish youngsters, Lord love them, grinned over the show down, and that was all there was to it, unless—unless you have a memory of your own for goldenrod all fringed around a cool spring, with big trees overhead, the old Chesapeake swishing in and out across the beach—and dear live things flashing in the air—and chirping in the bushes—and crawling under roots and—everything.

Read This and Learn Proper Name for Grapefruit

HE IS a nice man from 'way down south in Dixie. And he has a room in the home of an equally nice woman, who is helping to win the war. With a kindly thoughtfulness which is one of the reasons that make people nice, he brought the woman a bag of fruit the other day.

It was a bulgy bag filled with yellow balls that the woman accepted as grapefruit. But it wasn't grapefruit. The man said so, and he knew.

"Down home, where this fruit grows, we call it pomelo, in honor of the man who introduced it into this country from the far East. We have always called it pomelo, and we always shall, because pomelo is its proper name." And you couldn't ask a better reason, could you, seeing that pomelo neither looks nor tastes like a grape?

If you notice, few discoverers get the immortality due them in the matter of names, whether it be a Columbus, who founded a continent, or a Pomelo, who provided it with something new in fruit—but don't worry. It is just one of the little kinks in human nature that will be straightened out as soon as the well-known millennium comes our way.

Mrs. Frank Leslie, formerly of New York and now of heaven, was a prominent promoter of the popularity of pomelo in the North, and frankly conceded her share in renaming the fruit for the reason, as she explained, "the big balls grow in clusters like grapes."

In the present wisdom to which she has attained, Mrs. Leslie doubtless realizes the entire foolishness of robbing a man of what you might literally call the fruit of his labor—we have to go to heaven to see things like that.

Also, grapefruit tastes better when you call it pomelo. Try it once.

And the Women Simply Couldn't See Him at All

ARE Washington women gallant? Now, I don't propose to answer that question. All I want to do is set forth something I saw happen on a street car the other afternoon, and leave it to you to answer the question as you will. The car was one of these middoor affairs in which innocent passengers are packed to the tune of "Plenty of room up front."

He was an inoffensive-looking man with a large bundle in his arms. The bundle, wrapped in paper and tied with string, had all the seeming of a windmill. In reality it was an electric fan, as was apparent to prying eyes from the fact that a bit of the brass blade had penetrated the wrapper.

Now an electric fan is pretty heavy. And when two hands are required to hold and guard it that leaves few hands to hang onto straps with. And there aren't any straps on these cars, anyway. The best you can do is grab the back of a seat, or let your closely packed neighbors of the moment hold you up by mere juxtaposition.

Every seat in that car was occupied by a woman.

They were resting from their arduous shopping of the afternoon.

The man, who for lo! these twenty-some years, he told me afterward, has been rising from his seat and giving it to women in the street cars, thought that maybe this time the tables would be turned.

"These kind ladies," he thought, "will see what difficulty I am having with this thing and will take pity on me. Surely one of them will be sport enough to get up and offer me her seat."

He eagerly looked around for the "sport."

But all the women were looking out the windows.

Zeal May Be Overdone, but the World Needs It

TWO woman clerks started to walk to work in the early days of car crushes and have kept it up ever since—going and coming without missing a day. Also they have developed the crusading zeal of the reformer, and with the loftiest intentions in the world are making life raspy for friends who prefer to ride.

"It is so much healthier, don't you know, and look at what we save. If you would only take the trouble to rise a bit earlier—all it requires is will power and—all that and more.

But there are always others. One of them is a man in the same office, whom the crusaders have known years enough to nag into salvation, regardless of the world-old fact that people—good, honest, everyday people—object to being made over by patterns not of their own choosing. For days and weeks growing into months he has cheerfully accepted their reformatory raids, but—you know about that last straw—the other morning he settled them with a masculine protest which he doubtless considered original, but which Socrates got in ahead of him, and no telling how many others in eons gone before.

"That's the worst of you good women. You never know when to let go."

For that time, anyway, the crusaders went down in defeat, but all the same, brothers, what sort of a world would this be for you and for all of us if good women should learn to let go?

IMPROVEMENT IN GINNING COTTON

Organization of Growers and Ginners Will Bring About Betterment of Staple.

RETAINING PURITY OF SEED

By Giving More Attention to Saws Marketing Condition of Crop Can Be Improved—Compressing Also of Importance.

(Prepared by the United States Department of Agriculture.)

Any losses in the marketing of cotton due to careless and wasteful methods are indirectly passed back to the growers, and relief from these conditions must come largely through the action of the cotton producers.

Improvement of ginning practices would materially better conditions, and through organization the farmers can induce the ginners to adopt better methods of ginning and baling cotton. The present method of ginning seed

Baled Cotton in Warehouse.

cotton makes it practically impossible to keep each farmer's seed from being mixed, with the result that there is a general admixture of other varieties or strains, making it practically impossible to maintain the quality of the cotton being grown. Ginners can return to the farmers unmixed or uncontaminated seed by cleaning out all gin heads, bins, and troughs, thereby retaining the purity of the seed.

Attention to Saws.

By giving more attention to the ginning of cotton the ginner will again be able to improve general marketing conditions for farmers. The adoption of 12-inch saws in the place of 10-inch saws will enable the ginner to reduce the speed of the saw shaft, thus reducing in a great measure mechanical difficulties in connection with the operation of his gins. A speed of 333 revolutions per minute on the 12-inch saw, or 400 revolutions per minute on the 10-inch saw is considered to be good practice. However, some gins have been known to operate at over 500 revolutions per minute, and this results in a positive damage to the fiber, especially if the seed cotton is not thoroughly dry before ginning; hence the need for careful attention to the speed of the saws, as well as the careful consideration of the quality and condition of the seed cotton being ginned.

Importance of Compressing.

Finally, the adoption of gin compresses in certain particular communities will have the effect of improving marketing conditions by eliminating certain unnecessary transportation and reducing the demand for freight cars, all of which will result in reducing transportation charges. A direct saving would result by sampling the bales at the press box and compressing at the gin. The bulky, poorly-bound "flat" bale is perhaps one of the greatest sources of loss in marketing cotton, this bale being hard to handle, exposing the cotton to costly damage and general deterioration. In order that it may occupy less space in freight cars and ships, it must be shipped to a compress point to be compressed in special cotton presses before being shipped to central or export markets. This compressing is done hurriedly and indifferently. Additional bagging is used to cover sample holes, and the six ties placed on the bale at the gin are now replaced by seven or eight ties. These new ties are not always securely attached, with the result that they become detached, allowing the bale to expand into an unsightly mass and break open; and the cotton reaches its destination in poor condition.

It will be of a great advantage to American cotton growers if organization can be brought to bear to improve conditions at the gin. When planting seed is unmixed, when lint is carefully ginned, and when bales are properly pressed and bound, American cotton will command greater consideration in both home and foreign markets.

Silage Not Deteriorating.

Animals fed silage are no more subject to tuberculosis, do not lose their teeth more quickly, and are not shorter lived than animals fed other common kinds of feed.

Value of Corn Silage.

One hundred and sixty-five pounds of corn silage will replace 145 pounds of shelled corn and 859 pounds of hay in producing 100 pounds of beef.

PRACTICAL HINTS FOR TREE PLANTERS

(Prepared by the United States Department of Agriculture.)

Don't plant on ground poorly prepared.

Don't plant on raw, new, or soddy ground.

Don't buy a poor grade of stock. Consult several nurseries.

Don't plant late in the spring. Early work gives best results.

Don't allow plants to become dry.

Don't dig shallow holes. Loosen up the soil.

Don't dig small holes. Tree roots must not be cramped.

Don't put grassy sods in a hole. Air spaces will kill the tree.

Don't put manure in direct contact with tree roots.

Don't plant carelessly. You are working for the future.

Don't trim conifers when planting.

Don't plant hardwoods without cutting back one-third of the top.

Don't fail to cultivate thoroughly.

Don't let weeds grow. The trees need the moisture.

Don't rob the plantation by planting other crops in it.

Don't allow any stock within the plantation.

Don't expect a large grove in a year. Trees grow slowly.

PREVENT LOSSES IN SHIPPING POTATOES

Scarcity of Barrel Stock Makes Use of Sacks Necessary.

Care Must Be Exercised in Handling to Prevent Bruising and Crushing—Complete Ventilation Must Be Furnished.

(Prepared by the United States Department of Agriculture.)

Owing to the scarcity of barrel stock, many shippers of early potatoes will sack their product this season. Care must be taken in handling and loading sacked potatoes to prevent bruising and crushing, as early varieties are particularly susceptible to decay following injuries. They must also be loaded in such a way that complete ventilation of the shipment will be insured. In some parts of the country, sacked early potatoes are loaded on end one layer high, and the second layer is loaded on end on a temporary rack a few inches above the bottom layer. This rack is constructed of three 2 by 4 inch stringers, lengthwise of the car, at the sides and through the center, supported by posts, a little higher than the bottom layer. The bottom and top layers are then loaded simultaneously and boards, to support the top layer are nailed across the stringers as the sacks are

Fine Potatoes, Even in Size and Quality.

put in place. This has the advantage of allowing sufficient space for ventilation and preventing crushing the potatoes in the bottom of the load by the weight of the sacks above.

Serious losses in potatoes now held in common storage can be largely reduced if growers and shippers take necessary precautions in the management of their storage houses. All ventilators and doors should be kept closed during the daytime and storage rooms ventilated at night, when the minimum outdoor temperature prevails. Allowing the doors to remain open during the day while grading or loading potatoes may result in gradually raising storage temperatures, permitting the rapid development of decay, and greatly increasing the losses from shrinkage. To maintain suitable temperature and humidity conditions in potato storage houses during the remainder of the present season requires the closest attention of growers and shippers in the management of their houses. The transfer of common storage stock into cold storage in order to avoid excessive losses due to unfavorable storage conditions, is a practical means of reducing storage losses, where such a practice is feasible.

Capacity of a Silo.

A silo 14 feet in diameter and 32 feet high will hold 100 tons of silage. This amount will feed 25 cows 40 pounds of silage per day for 200 days.

POULTRY

USES FOR DIFFERENT FOWLS

Poultry, Other Than Chickens, Have Important Place in Increasing Needed Food Supply.

(Prepared by the United States Department of Agriculture.)

The hen, first and last, is the main dependence for increasing the supply of white meat and eggs, but she requires the aid of turkeys, guineas, geese, and ducks, just as, on a dairy farm, the cow requires the aid of pigs, sheep, and goats. The setting of the standard at 100 hens per farm is safe, but no such arbitrary standard can be set for the other kinds of poultry. The small farm, with grain fields of neighboring farms in proximity to the barn and dooryard, would, perhaps, be better without turkeys. The farm through which no streams run and which has no large pond would perhaps be better without ducks. But the circumscribed farm on which turkeys would be a disadvantage may be well supplied with streams and ponds so that ducks would be unusually profitable, and the farm that has no streams and ponds may have large range for turkeys. Each farm family will have to determine for itself what poultry can be profitably kept in addition to 100 hens, bearing in mind always that an adequate number should be kept of all the kinds for which free range can be found.

Turkeys, ranging farther afield, prey upon insect forms that escape the hens. From the time the young are old enough to begin foraging for themselves, perhaps early in June, until near frost, turkeys take the bulk of their food from field insects, devouring millions of grasshoppers and other injurious forms in meadow and pasture. In regions where wooded areas are still fairly extensive, mast is an important item in the diet of the turkey. When the insect stores begin to fail, the mast larders are beginning to be filled. Feeding on acorns, chestnuts, beech nuts, and the like, turkeys will go a long way toward fattening themselves for the Thanksgiving or Christmas market and will not require much feeding of corn or other grain to finish them. Generally speaking, turkeys will require a larger feeding of grain than chickens to fit them for market, but, as they utilize forms of waste that hens and their broods would not reach, the keeping of a fair number of turkeys is good economy.

Guinea fowls utilize still other kinds of waste that would escape both hens and turkeys. Taking a wider range than chickens and yet not quite so wide as turkeys, keeping largely to thickets and weed patches, and committing fewer depredations against field and garden than either chickens or turkeys, requiring little feeding at any time, being prolific layers, during their season of eggs that are thought by many to have a richer and finer flavor even than hen eggs, the guinea fowl is an economic necessity on any farm where a serious effort is made to convert all waste into meat and eggs.

Geese hold still another sector in the line of the poultry army that makes war against waste. They touch flanks with the chickens in utilizing waste grain about stables and feeding pens. In a larger measure than chickens or any other kind of poultry, they are grazing stock, taking their living in large part from the ordinary grasses of the pastures.

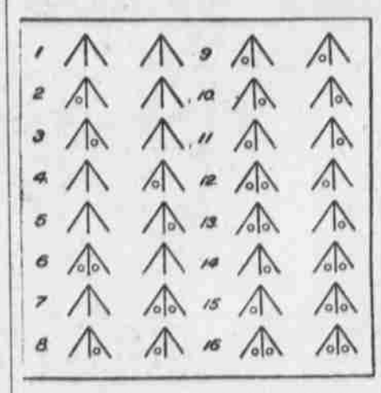
The one kind of poultry of questionable economic status on farms is the pigeon. Almost exclusively a grain eater, the pigeon renders no notable service as a conserver of waste, except it might be shattered grain in the fields, and that in large measure would be taken up by other poultry and by pigs. The pigeon has its economic place in the scheme of urban poultry production, but, except in isolated instances where conditions are peculiarly favorable, its production on general farms may not be desirable.

MARKING CHICKS MADE EASY

Toe Punch Method Enables Poultryman to Distinguish Hens From the Young Pullets.

(Prepared by the United States Department of Agriculture.)

Toe punch or mark all the chickens before they are transferred to the brooder or brood coop, so that their age and breeding can be readily determined after they are matured. Farmers frequently keep old hens on their farms and kill the younger hens and pullets, because they are unable to distinguish between them after the pullets have matured.



Sixteen Different Methods of Marking Chicks—If This Plan Is Followed Age of Fowls Can Easily Be Told.

PUBLIC ROADS

WAR DEVELOPING OUR ROADS

One of Most Important Benefits will Be Distribution of Farm Products by Motors.

"One of the most important benefits of the war to America is going to be the development of transportation of farm products to markets by means of motor trucks," remarked R. C. Watts of St. Louis, highway engineer, while in Washington the other day. "If anyone had told us five years ago that motor vehicles would be utilized for moving products and machinery as they have been used in the last twelve months, he would have been thought crazy, yet Charles Schwab, the new head of the fleet corporation, is giving a practical demonstration of how to do things by transferring a large part of his office equipment to Philadelphia by motor trucks. The highways of the country have been taken over by the people for hauling goods which could not be hauled during the period of congestion by the railroads. In the whole history of transportation the highway has been the patient drudge, but suddenly the motor truck has come to the front and supplied for the roads what the steam engines supply for the railways, and this has brought about many new conditions, which will develop into many other new and marvelous results.

"To my mind, the most important will be the distribution of farm products by means of motor vehicles. We know that the farmers have always relied upon the railroads for the movement of their products long distances.

Loading Eggs Into Motor Trucks.

For the short haul, of course, they utilized the wagon and in later years the automobile. But for hauling any great quantity of products they relied entirely on the railroads. The employment of the motor truck has demonstrated its practicality, and hereafter when things become normal we shall see thousands of great motor vehicles hauling farm products to market. It is going to result, moreover, in a wonderful improvement of the roads all through this country."

INCREASED VALUE OF FARMS

Motorcar Opens Every Acre of Ground and Brings It Nearer Center of Population.

The railroad opened up a few roads but the motorcar opens every acre of ground and brings it nearer the centers of population. The products—the motorcar increased those values still more by marketing them quicker. While the telephone put the farm in communication with the city the motorcar does that and more—it puts the farmer and his family in physical and mental communication with the markets and the social life of the city.

SOLUTION OF ROAD PROBLEM

Hard-Surfaced Highway Is Best Wherever Traffic Will Warrant Necessary Expense.

Roads must be built to suit the environment—both physical and financial. Earth roads are the only ones some communities can afford, while other sections may require gravel or broken stone surfaces. But wherever the traffic will warrant the expense, an economically designed and carefully constructed hard-surfaced highway is the only satisfactory solution of the road problem.

Plan Comprehensively.

To be efficiently done, road and street building must be planned comprehensively and under the careful direction of one whose knowledge is based on both years of careful thought and practical experience.

Highways in Mexico.

The government of Mexico has committed itself to the policy of constructing at the earliest possible time a system of modern highways that shall connect all the principal cities and parts of the country.