

MAKES PLEA FOR WILD LIFE REFUGE

DRAINAGE EFFECT CITED

Removal of Water From Large Areas in West Has Taken Away Homes of Wild Fowl in U. S.

Constructive steps in forestry, to preserve the life of the wild animals, who are not getting a square deal in present measures for forest conservation, were set forth by Shirley W. Allen of the American Forestry association, in an address before the thirteenth annual session of the American Game Protective association being held here. He opposed the present tendency to "set the dollar sign as the only test of successful conservation." He advocated "selective logging" in place of the methods now in vogue and advised private owners of the scrub, sprout, and bushy growth so common throughout the country to make it better for wild life by planting shrubs and herbaceous plants.

Flood Marsh Lands

Immediate steps for the reflooding of the marsh lands of Utah and California, now so low that the thousands of wild fowl which inhabit them are deprived of proper food, must be taken by the erection of dikes and diversion of the present excessive rate of drainage due to irrigation projects, according to Dr. E. W. Nelson, chief of the United States Bureau of Biological Survey, guest of the conference.

W. W. Cory, Deputy Minister of the Interior of Canada, and J. B. Harkin, commissioner of the Canadian National parks, also spoke. Prof. Carlos Lopez, director of the National Department of Game in Mexico, also took a lively interest in the Pacific coast situation set forth by Dr. Nelson, as Mexico is said to have similar problems.

Drainage Effects

Drainage, Dr. Nelson said, has resulted in the disappearance of numberless lakes, ponds and marshes covering many thousand square miles. Goose Lake, between California and Oregon, is now a bed of drifting dust. Tulare Lake, in the San Joaquin valley, which provides about 250 miles of ideal wild fowl marshes, is now dry, as is Buena Vista Lake, farther south, he explained.

The general reduction of water areas has caused a great concentration of wild fowl in those remaining, Dr. Nelson concluded.

Married men declared to be better automobile drivers than unmarried ones, because they have more respect for authority. Naturally, having lived under it.

Not many people reported to have made good resolutions January 1, but it was not because there was no need of the same.

Regret is expressed that there is not so much community singing now, but you can still go to church and take hold and help them sing the good old Doxology.

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STREET RAILROAD FIRST IN RICHMOND

Little More Than Fifty Years Ago Operation Started in Virginia City

A little more than fifty years ago, the first street railway in the United States began operation in Richmond, Virginia. Since the day when boys rode atop the cars to keep the "trolly" in place on the power wire, the business has grown to 880 lines in all parts of the country, operating 100,000 cars on 42,000 miles of track and carrying 16 billions of passengers a year.

Use of street railways is indicated by the number of rides per person—145 in 1923, the last year for which reports are available, as compared to only 32 in 1890. Figures compiled by the American Electric Railway association define the magnitude of the industry. One person in every 100 is employed full time or part time by an electric railway company, or has money invested in a company—there are 300,000 whole-time employees, approximately the same number of part-time employees who make electric railway supplies, and 550 investors. About \$6,000,000,000 is invested in electric railway securities, and more than \$4,000,000,000 additional in plants for the manufacture of electric railway supplies, making a total of \$10,000,000,000 for the industry.

No one probably could evaluate the importance of the street railway in the development of American cities and their suburban areas, nor is this hurrying generation likely to ponder the usefulness of a service so familiar that it has become a traditional utility to urban life. But somehow, "Where's the car stop?" is as thoroughly American as "What's the score?"

BRITISH CAR MAKERS SELL IN AUSTRALIA

Morris Motors, (Great Britain's Henry Ford company) announces that it has secured \$3,000,000 in orders to supply 10,000 motor cars for Victoria, Australia.

William R. Morris, director of the firm, interviewed, yesterday, said: "We are supplying all the cars during the coming year. They consist partly of the new colonial model exhibited at the last motor show for rough country. There will also be the 'Standard Morris' for city use, and commercial vans." Mr. Morris added: "More than half the business represented by this order went last year to America."

Great indignation about excessive expenditures in politics, but where such money is spent by the party or faction to which one belongs, then it is legitimate educational propaganda.

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EFFORT TO RESTORE OSTRICH TO FAVOR

Farmers Who Raise the Birds in South Africa Endeavoring to Revive Trade

The farmers of South Africa are on their knees before Dame Fashion. Yes, and they are ostrich farmers, too, to whom once—but yesterday, it was—Fashion's minions offered both cash and cajolery if only plumes might be forthcoming for their mistresses.

Plumes long and twisting; plumes "willowing" in the breeze; plumes short, fat and curly; little "tips"—ah, little ostrich "tips!"

But lately—well, twenty years ago—every lady of quality wore a hat laden with plumes, every woman of lesser pretensions affected "feathers," and the poorest female in the land greedily accepted ostrich "tips." Then there were the dowagers who, borne up by bulgy "boas," sailed more securely the social seas.

Where are they now?
"Yes, where!" screams the ostrich, and the ostrich trader echoes "Where?"

Instead of mourning over the dead past, however, the South African farmer has gone to work with zeal to produce a future for the feather crop, says the Nation's Business. Working upon the feelings of the High Commissioner, the farmer at length triumphed: A luncheon "in honor of the ostrich" was given by the Commissioner in London recently, at which every creation in ostrich, from fans to fantasies, was on display, fashion was called names—such as "stupid," "barbarous," "graceless," and the like—and the great Ostrich enjoyed himself hugely and had no need to hide his head.

A plea was made for the return of plumes to popularity, on the argument that otherwise the farmers in South Africa will starve. The value of their annual feather export is said to have diminished by \$2,000,000.

Whether Dame Fashion will respond to a patriotic appeal is doubtful. The lady calls every country hers—and what chance has patriotism in a state of godwill? She is queen in her own right, too, and recognizes followers but no dictators. A little diplomacy might save the farmers, however, or the mediation of the crossword puzzle, which has already dragged from oblivion the emu, the moa, and the fabulous roc.

ROADSIDE TREES AND HOW TO PLANT THEM

Success in roadside tree planting, says the United States Department of Agriculture, depends on properly locating the plants along the highway, selecting suitable varieties, and adequately protecting them from thoughtless persons, roving stock, and insects and diseases.

The best effects in roadside planting are usually by giving the predominant place to the common plants of the neighborhood, using introduced plants in subordinate positions. Next in desirability are plants from regions having similar growing conditions either in this country or abroad. Oaks are more generally useful for roadside planting than any other kind of tree. There are species of this tree native to nearly all parts of the country.

The American people have at least got up to that standard of good conduct where they believe in keeping out of jail.

The Christmas trade was probably the biggest ever, and one reason for the same was that it was advertised better than ever.

The time people used to spend at New Year's in making good resolutions, seems now to be given to renewing their automobile licenses.

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