

MICHIGAN PLANS DRIVE FOR MEN FOR SHIPYARDS

Navy Department's Call for Help
to Be Answered by Vigor-
ous Campaign.

STATE HAS GREAT RECORD

Exceeds Almost Every State in the
Union in Contributions of Men and
Officers to Navy—State Has
Two Distinguished Offi-
cers in Service.

The illness of Col. Theodore Roosevelt has postponed the date for starting the great drive for naval shipyard enlistments in Michigan, but has not slackened the efforts of the Wolverine state to make preparations to go over the top in answer to the navy department's call for help.

The start of the Michigan drive was to have taken place in Detroit on February 15, with Colonel Roosevelt, Secretary Daniels and Commandant Truman H. Newberry in attendance. This official beginning will be delayed a week or two on account of the colonel's illness.

Meantime Governor Sleeper on behalf of the state, Mayor Marx for the city of Detroit and all the mayors of other Michigan cities, together with the four-minute men, are preparing to bend every energy towards the success of the great drive in February and early in March.

The United States government officials have wired every newspaper editor in Michigan as follows: "You can render great patriotic service to the United States shipping board by helping along drive for enrolling two hundred and fifty thousand United States shipyard volunteers."

Michigan has exceeded nearly every state in the Union in its contributions of men and officers to the navy. In the upper peninsula Menominee county is reported to have given a greater proportion of young men to the navy than any county in all the states.

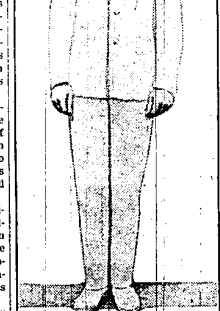
Some half dozen of the leading cities in the state are trying to arrange to be included in the tour of the Roosevelt-Danahy-Newberry party, and the newspapers are with one accord backing the efforts to recruit shipbuilders, carpenters and mechanics for the naval service.

The two peninsulas of Michigan each hold a distinguished honor in the United States navy. From Detroit President Wilson selected former Secretary of the Navy Truman H. Newberry as commandant of the Third Naval district, including the port of New York, giving to the Detroit man the highest promotion in the country in the navy from civil life.

From the upper peninsula Curry S. Prescott of Menominee was sent to the Philadelphia navy yard, where he won such a high place in the technical examinations that he was commissioned as a lieutenant and made engineer officer of one of the big boats now in active service somewhere on the Atlantic. Neither Commandant

the Red Cross, with Mrs. Theodore Roosevelt as vice president, and while the family is away, the Detroit residence has been turned over to the local chapter as headquarters. Newberry was an efficient secretary of the navy, and began the work which resulted in more privileges, more pay and more public recognition for the enlisted men in the service. When his term as secretary expired, he was offered an ambassadorship abroad by President Taft, which he declined with the slogan which went the rounds of the American papers at that time: "No plush pants for me."

Lieutenant Prescott had just been married when the war with Germany broke out in April, 1917. He had sent in his resignation as a member of the northern division of the Michigan Naval brigade only a few days before, but when the news of President Wilson's



Lieut. Curry S. Prescott, Menominee, Mich.

declaration came from Washington, Prescott wired a recall of his resignation, and in a few weeks was called to the colors. He is today the ranking officer of the upper peninsula in the United States navy.

An interesting sidelight also on the present plans for the great Michigan naval drive, in addition to the records made by the officers promoted from civil life, is the fact that the first man in the entire United States to enlist by registration as a shipbuilder, and to volunteer his services, was Walter C. Truman of Conway, Mich.

Michigan's quota is 11,734 mechanics, and it is estimated that 10 per cent of this number had registered by February 9, and that the remainder will run into an overflow of the quota in a few days after the state drive is declared. The state officials in charge are counting on the presence of Colonel Roosevelt in Detroit, but, if he is unable to attend, a rousing campaign will be undertaken, by Commandant Newberry and the statewide committee.

In the summer of 1897 the U. S. S. Yantic, the training ship of the Michigan Naval brigade, visited the coast of Michigan during its annual cruise. Theodore Roosevelt, just appointed assistant secretary of the navy by President McKinley, came aboard on a tour of official inspection.

The men of the naval militia were scrubbing down the decks of the Yantic when Roosevelt arrived. Teddy was standing on the deck and the perspiring scrubbers when a beautiful white private yacht went whizzing by. "What boat is that?" he asked a seaman who was on his knees scrubbing. "That is the Dawn, sir," he was informed. "How do you know?" inquired the assistant secretary. "I own her," said the seaman, scrubbing away for dear life.

The deckhand was Truman H. Newberry of Detroit, son and heir of one of Michigan's wealthy pioneers, and now commander of the Third Naval district in New York, the highest naval honor held in Michigan, and the only commander's commission given to any man in the country promoted from civil life during the present great war.

So impressed was Roosevelt with this typical Americanism of Truman Newberry that when he became president the private who scrubbed the decks of the Dawn made assistant secretary of the navy and later promoted to be secretary of the navy in President Roosevelt's cabinet.

Devoted of Sentiment.

"You seem to think a great deal of your new stenographer, and she's pretty, too."

"Yes, I think a great deal of her," replied the man who attends strictly to business. "But—er—don't jump to false conclusions. I value her merely as a cog in the machine, not as a possible guest at a quiet little dinner after office hours."

MANY SIMPLE WAYS FOR TESTING CORN

Unusually Poor Quality of Seed
Stock Makes Germination
Tests Necessary.

SAVE MONEY FOR FARMER

Determining in Advance Whether
Kernels of Corn Will Grow
Prevents Planting of Dead
Kernels.

By PROF. J. F. COX,
Department of Farm Crops, Michi-
gan Agricultural College.
East Lansing, Mich.—"How will I test my corn?" This is a query which many Michigan farmers who are well aware of the poor condition of the seed supply of most of the state this year are asking themselves in the time for planting down night for if there ever was a season when corn should be thoroughly tried out before it is put into the ground the present is surely it.

No seed should be planted without a careful germination test first being made—though owing to the scarcity of dependable seed this year all corn that has even a small number of kernels with kernels that will germinate should be worked over by the best test method so that all good ears can be conserved for seed and those of low germination discarded.

As a rule, all who grow corn in Michigan know how to make a germination test, but a survey of actual practice discloses the fact that less than 10 per cent of the farmers make use of this knowledge—that is, not more than one in ten tests germination tests. Even in average seasons, however, the testing of seed corn is an operation which returns to the farmer an exceedingly high profit considering the small amount of time and expense involved.

But during the present season it is absolutely necessary that tests be made of the seed corn to be sown to the point of planting of your seed corn. With seed corn at a premium and a scarcity certain it is of the utmost importance that one should be put forth to the best advantage of all seed. The agricultural classes of country schools, properly organized, can with little effort do this in their respective communities. Teachers are easily made, and the method is simple and the work efficient, if properly instructed.

In fact, women and young people with light hands and quick eyes can often do better work in making germination tests than men. For women who read this article can also be of immense help in insuring a good crop of corn next year if they will keep at their husbands until they induce them to test their seed supplies.

Seed-Box Method.

There are many simple methods of making germination tests, all of which are effective. One of the best known is the seed or ear-box method. The materials needed are a small, shallow box, say 20 by 20 inches, about 2 inches deep, the bottom of a dry goods box, sides flattened down to about a height of three inches, and some tacks and string. An excellent container can be made also from a large baking pan.

Having the box, it should be filled to depth of two inches with moist sand or earth. Tacks are then driven into the edges, and the box divided into two-inch squares with string.

Ears of corn to be tested are numbered by tying a tag to each ear or by placing the ears off in order. The edges of the box are then numbered to correspond with the numbers on the ears. Three kernels are taken from the ear near the butt, one from the middle, one from near the top, running the bar as the kernels are extracted with a penknife. These kernels are placed point down, germ face up, in squares to correspond with the number of the ear. When all the squares are filled, about a half-inch of moist sand or earth is placed over the kernels and the water placed in a form over the top. In addition to the ears already to be read, the ears of strong germination will show three strong shoots to each square. Of course, the heads of kernels will fall to sprout. In the next few days the numbers of the squares carrying three strong shoots are taken and these ears are preserved for seed, all others being discarded.

The Sawdust Box Test.

A box similar to that used in making the seed-box test is needed for the sawdust test. About two inches of sawdust, moistened in warm water, is placed in the bottom of this box, and over this sawdust a cloth marked off into such squares is stretched. The ears are numbered and six kernels from each ear are placed in a square to correspond with the number of the ear. In taking kernels, two are selected out about six inches from the butt, two are taken from the middle, ears turned again and two taken about two inches from the tip. These kernels are placed germ face up, in squares to correspond with the number of the ear. When the box is laid a second moistened cloth is smoothed down over the kernels and on top of this is laid a third moist cloth, on which is spread a layer of sawdust so that the kernels are not exposed to the air. In about seven days the upper cloth carrying sawdust can be removed and

the cloth above the corn kernels carefully rolled back. In reading this test only the ears showing six strong shoots should be preserved for seed. Kernels giving a weak test or no growth indicate poor seed ears, and should be discarded from the supply. This test is seldom damaged by mice, but in the earth test mice frequently injure sprouting kernels.

Rag-Doll Test.

The rag-doll test is the simplest of the tests described. The material needed for this is a strip of flannel or absorbent cloth about six feet long and one foot wide. A line is drawn down the center and at intervals of two inches cross lines are drawn. The sections so made are numbered and kernels from ears numbered to correspond are placed in sections. It is best to moisten the cloth before placing the kernels. When the squares are filled the cloth is firmly rolled, care being taken not to distort the kernels. An ordinary lawn wick should be rolled into the center of the cloth. A number of such rag dolls are usually needed to test a supply for next season's planting. These may be gathered together and wrapped in a larger cloth, the ends of the wicks being immersed in a vessel of water. This test is usually ready to read in from four to six weeks, when the dolls should be unrolled and numbers of strongly germinating kernels noted and these ears preserved for seed.

MICHIGAN GOOD FOR DUCKS

Many Districts Well Adapted to Water-
Fowl, Michigan Agricultural Col-
lege Man Says.

By G. H. BURGESS,
Department of Poultry Husbandry,
Michigan Agricultural College.

East Lansing, Mich.—To remark that any given place is "prime for ducks" is to imply, in the language of the day, that it has a certain marked inclination towards moistness—so it is necessary, lest we be charged with maligning Michigan, to leave our intention to cast reflection upon our climate when we recommend the more extensive breeding and fattening of waterfowl within our borders. Many sections of the state are not uncommonly well suited to this industry. Ducks are so easily bred and raised where conditions are favorable that their culture is gradually increasing. For one thing, they are used as free broilers, and are also common to chickens and small flocks of ducks, if they are provided with a suitable place and sufficient food, will practically take care of themselves. They should, however, be kept separate from other water fowl and from land fowl.

Ducks are markedly different from geese in their requirements, for they will not like to be crowded, and will not like to be kept in a pen by grass grazing. They can, however, obtain much food from shallow, muddy ponds if they are given the opportunity, and will consume fresh, growing grass and other herbage as green food.

Ducks are probably the most voracious creatures of the poultry world, but they develop their bodies quickly. Ducks of certain breeds can be made ready for market in ten weeks. Some people think that ducks must have ponds, lakes or rivers upon which to live and thrive well, but the idea is a mistake. Many of our largest duck ranches, not only in this state but in the eastern states, provide only drinking fountains for their flocks.

Food Show Week of March 4.

A food show—gathered after that conducted a few weeks ago in Chicago—will be one of the new features this year of Farmers and Housewives week at the Michigan Agricultural college. Groups of A. C. members of the home economics faculty of the college and experts of the food administration in Washington will have important parts in the week's program as demonstrators, particularly of methods for definitely and economically preparing these dishes now being so generally recommended. The exhibit and demonstrations, however, will be only a part of the week's activities for the women. In addition there will also be lectures and laboratory work, as well as addresses by some of the foremost agricultural and food leaders of the land.

Get Most for Your Work.

If you are already thinking of next summer's garden plan to plant the things which cost most. Don't let the crops and the growing crops that require relatively large areas. All of the space in a small garden is too valuable to plant any of it to potatoes and vine crops. If you have time to spare, let it borrow a vacant lot in which to grow these space-consuming crops. Even sweet corn should not be used unless you plan to make early entries when the lettuce and radishes between the rows. And while we are on the subject of corn, why not plan now to dry some for next winter's use.

Market Wants Just "Milk."

Milk for the city trade is bought mostly by the eight-million can by the hundredweight. In many instances the fat content is not considered so much as the milk content enough to meet the legal requirements. Where the fat content is made a basis of payment the producer of a rich milk receives more nearly its true value. For this reason, the milk industry is now so keenly interested in a study of quality soon drives out of the market the producer of a rich milk.

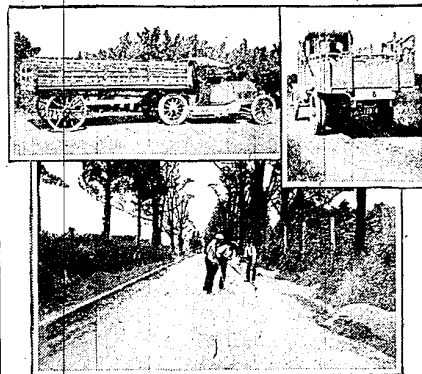
More Than Talk Needed.

Members of the Michigan Association of State Highway Officials are now being urged to get more than talk needed.

Our Part in Feeding the Nation

(Special Information Service, United States Department of Agriculture.)

ROAD CONSTRUCTION POLICY FOR WAR TIME



Food Transportation Needs as Well as Military Necessity to Be Considered in Nation's War Time Road Building.

MAINTAIN ROADS ALREADY BUILT

Military and Economic Needs
Must Govern 1918 Con-
struction.

BUILDING PUT ON WAR BASIS

How the Federal Aid Road Is Admin-
istered—Improves State Roads One
Road—Annual Expenditure
of \$300,000,000 Involved.

That is the policy which David F. Houston, secretary of agriculture, believes should be followed in highway construction during the war. It means that road building in the United States will be put on a war basis; that the highway which is vitally important from a military standpoint and for the movement of commodities will receive priority of consideration in projecting programs of construction.

In carrying out the policy thus announced there has been sent out by the office of public roads of the department of agriculture, schedule forms on which the states are requested to set forth their proposed federal aid work for the 1918 working season. These schedules call for a description of each road, the character, quantity and haul of the materials to be used, the probable cost, the amount of federal funds desired, the specific purpose of the improvement, its bearing upon the war situation, and what effect a delay of the work until 1919 or later would have. With the information thus assembled and classified, an efficient road construction program is begun. While it is impossible to make any definite statement regarding the transportation of road materials, the expectations are that the transportation situation will be improved, and that the shipment of such materials for essential projects can be made.

Expenditure of \$300,000,000.

Road construction and maintenance in the United States involve an annual expenditure of some \$300,000,000, and there is scarcely a section of the country that is not seriously affected by a marked disturbance in road work. In the administration of the federal aid road act of July 11, 1916, which provides for co-operation between the federal government and the states in the construction of rural post roads and of roads and trails within and partly within the national forests, very satisfactory progress has been made by the department of agriculture, according to a recent report of Secretary Houston. The office of public roads and rural engineering, which is intrusted with the burden of admin-

STATES SPEED OP- ERATION OF FEDERAL AID ROAD ACT.

Probably the most significant result thus far of the operation of the federal aid road act has been the enactment by a number of state legislatures of effective road laws. Legislative action in some states was necessary to meet the requirements of the federal act, but many of the states have gone further and have enacted their highway policies. All the states have assented to the provisions of the act—42 by their legislatures and six by their governors. Thirty-three had a highway department within the meaning of the act upon the date of its approval; the remaining 15 have since enacted legislation creating highway departments which comply with the terms of the law. The highway departments in 18 states have been greatly strengthened, specific appropriations to meet the federal fund have been made by ten, and comprehensive maintenance legislation has been enacted in nine states. Forty-two states now have satisfactory maintenance laws. Nearly all the states have submitted definite schemes or programs of work for the entire five-year period covered by the act, or for the greater portion of it. The formulation of carefully prepared plans for the full period in advance of construction tends to prevent wasteful and haphazard undertakings.

Forty State Projects.

Under the provisions of the act 40 states have submitted 183 projects involving a total of approximately 1,750 miles, according to the secretary's report. Of this number 138, embracing 1,182 miles and calling for an estimated expenditure including federal and local funds of \$7,947,114.50, have been approved. These projects involve federal funds to the extent of \$3,458,578.70, or 25.15 per cent of the total allotment, \$13,555,000, to various states for the fiscal year 1917 and 1918. Six projects covering 40 miles have been disapproved. Agreements have been entered into or are in the course of preparation in the case of 34 projects, aggregating 197.74 miles and involving \$100,000.84 of federal funds and a total of \$2,225,944.74.

The full effect of the federal aid road act cannot be measured by any comparison of funds expended in 1916 and made available for 1917, as many of the legislatures did not meet until early in the calendar year 1917. It is significant, however, that the secretary, while the expenditure of state funds in 1916 aggregated \$40,000,000 it is estimated that the expenditure of state funds in 1917 will reach approximately \$80,000,000 or an increase of nearly 50 per cent. These funds are distinct from local expenditures and indicate an advance in state participation in highway work.

TRANSPORT OF FARM PRODUCTS.

Farm products will not be denied transportation facilities, according to a statement of the director general of railroads, issued after a conference with representatives of the United States department of agriculture. No list of "non-essential" agricultural products has been issued, nor is such an order contemplated. The director general believes that under the plan now being formulated it will be possible to provide adequate transportation for farm products this year. Farmers should place orders for cars when needed with local freight agents as has always been the practice.



Commander Truman H. Newberry of Detroit, Mich.

Newberry now Lieutenant Prescott are graduates of Annapolis. The honors which have come to them vividly illustrate the opportunities for promotion which the navy offers.

Truman H. Newberry rose from the modest hammock of a common seaman in the Michigan Naval brigade, began in 1897 on an engine's commission on the U. S. S. Yosemite during the Spanish American war, and was made secretary of the navy by President Roosevelt in 1908. In the early summer of 1917 President Wilson recalled him to active service with a commission as commandant, and he was given charge of the Third New York Naval district, where he is now on duty. His two sons and one son-in-law are in the army or navy, one as an ensign, one as a major in the aviation branch and a third with Pershing in France. Mrs. Newberry is president of the Needlework Guild of