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Day It Happens

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The Milk Goat Industry

BY LAWRENCE G. HILL.

The Saanen goat is a well-known milk goat coming from the Saanen Valley in Switzerland, where the climate is warm and sunny the greater part of the year, with no cold winter weather as is found in the Tuggenburg Valley. These goats are good milkers and are adapted to dairy purposes as their coat of hair is short. They are easily kept clean in stables and barnyards. They are said to be the largest type of milk goats and are generally big, husky kids when a few months old. This breed is also generally hornless, with horns showing up only in very rare instances.

The description of the Swiss Saanen as determined by the American Milk Goat Association is as follows: Color, white or cream white; size, 30 inches or more at withers; weight, 135 pounds or more. Bucks—45 inches or more; weight, 135 pounds or more. Head and neck—broad forehead, well developed eye sockets, full nostrils, small ears, erect, slim neck, strongly set shoulders, with or without wattles. Legs—strong, clean and straight. Coat—short, longer strip along the spinal column, down the flanks and lower sides, short coat preferred. Body should be long and deep with well-sprung ribs, inclination to leanness. Back—straight, slightly higher at hips than at the withers.

If these rules are followed, the beginner cannot ever go wrong in selecting good, well-marked goats.

About the first Saanens recorded were imported into this country from Switzerland in 1904, when ten head came through Canadian quarantine. These goats were brought over by E. S. Peer, and were widely distrib-

uted (with their offspring) throughout the United States, being selected for special dairy stock. It is said they were the best animals that money could buy. In 1905, 20 head were imported into New Jersey, 19 head imported in 1906 into Ohio, and 2 head in 1913 into Ohio. These goats were the foundation stock of the Saanens in this country up to 1914.

The average was given as 3 to 6 quarts a day, in milk. A purebred doe at the New York Experiment Station produced an average of 1,421 pounds a year for a period of 3 years. In 1911 this same doe produced 1,845 pounds in a period of 360 days (one pound figures one pint).

Cross-bred Saanen does have a longer milking period than that of the common Mexican goats, cross-bred and grade does have milked seven to ten months and produced an average of two quarts a day. The butterfat in their milk ranged from 4 to 6 per cent. It is said that Saanens, when compared with the Tuggenburgs, produce larger kids, but not butterfat in percentage nor milking period. The stock is scarce and therefore it will take diligent work on the part of breeders to breed this line up to large numbers, although a grade or half-blood goat may produce higher grade goats if color and confirmation of the animals are studied and care taken in breeding to pure-bred sires.

While California boasts of the greatest number of Saanens, they are found along the coast and in the eastern states, but do not thrive so well in high altitudes, being adapted to lower climates.

Next week, the series will take up the Nubian Milk Goat.

PUREBRED SAANEN GOAT.



The picture shows a good specimen of the Saanen goat, purebred. These goats are found in California, along the coast and in the eastern states, but do not thrive so well in the higher altitudes.

Unemployed Willing to Give Blood for Money

BY CHARLES E. KING.

LIVERPOOL, Nov. 25, 1920.—(By Correspondence.)—“A few healthy adults needed to submit to blood tests. 1 pound paid to each person tested. 5 pounds and 4 day hospital accommodations paid for approved subjects, to give blood for transfusion later. Apply Royal Free Hospital, Thursday, 11 a. m.”

The above “ad” appeared in a Liverpool daily. This week, I was passing the hospital about 1 p. m. the same day, and there were still about 200, evidently poor, but cleanly attired people, standing in line, awaiting the chance of earning one pound for a few drops of their own blood, and, no doubt, the majority of them hoping to be chosen as a “regular” at, to them in their present needful circumstances, the princely sum of 5 pounds and 4 days’ hospital comforts. Such scenes speak for and explain themselves. Unemployment and its attendant poverty are rampant in Liverpool today.

It is hard to know that we have 7,500 unemployed ex-service officers and men in this great city. Such is the case. The City Council has made special improvement work for 7,000 demobilized men since July, and are hoping to be able to put on 2,000 more, all to be employed through the winter, until March, next.

H. C. L. Raises 14 Per Cent. Recent government figures show that the old H. C. L. has risen 14 per cent in Great Britain since October 1st. House rentals, by recent act of Parliament, will be allowed to be increased 40 per cent from January 1st, next.

Last week, a house near Liverpool, bought in 1913 for 420 pounds, and put up for auction with a reserve price of 800 pounds put on it, was “bid up” by 40 different bids to the huge sum of 1,520 pounds, at which price, with immediate possession, it was sold. Oh yes, things are “looking up” over here in Old England.

There was a considerable amount of alarm raised along the line of docks today, when the Liverpool papers published the Sinn Fein document recently captured in a Dublin raid. This interesting document describes minutely all the battle plans to blow up, with the aid of powerful explosives, all the Liverpool docks, at 25 separate places in the dock area.

The document provides for every necessary item, even to describing the shortest and safest lines of retreat after the big disaster should be fully accomplished. The main plan, as outlined, was to hold up the dock police, disconnect all the telephones, and then blow up all the big inner and outer gates, also the great hydraulic machinery for manipulating the dock gates and those used for pumping. If they had succeeded in their infernal designs, Liverpool, as a seaport, would have been off the map for about two years.

More Devastation Planned. This, at Liverpool, was not all that was expected to happen, for at the same time, the big electric generating station which supplies Manchester with its electric light, tramways, and industrial power, as also the whole of the electric power used by the great Lancashire coal mines and cotton mills, was to be demolished at eleven o’clock, one Sunday morning.

The most minute details regarding the plans of attack, at both places, are set forth in the captured document, which were read out by Sir H. Greenwood, in the House of Commons last night. Incidentally, perhaps, a super-dreadnaught of the “King Edward” class, accompanied by 3 destroyers, quietly sailed into the Mersey last night and dropped anchor in mid-stream, just opposite the entrance to the Langton half-tide dock, through which all the biggest liners enter the main docks to berth.

This disclosure of Sinn Fein perfidy, coming immediately after the atrocious murder of 14 British army officers, ten of whom, by the way, belonged to non-combatant corps, last Sunday has made a bad impression on the minds of most Liverpoolians, although, (and this is, perhaps, not generally known in the western states) out of a population of 745,000, there are no less than 175,000 Irish people in Liverpool.

Yankee Has His Say. The other day I heard a Yankee steamer captain using some strong language at having to pay 9-10-0 per ton for bunker coal in Liverpool. Well, the truth is really funny about prices of bunker coal, and it would take someone more versed in the ways of government methods than I to explain why bunker coal for British steamers costs 7-12-0 per ton in Liverpool, while only 9, miles of-

tant, up the coast—at Preston—the government charges 3-5-0 per ton for bunker coal. Liverpool is only some 20 miles from Wigan, the center of the vast Lancashire coal fields, and yet, the government will not allow Liverpool ships to bunker up with Lancashire coal, which can be bought direct from the pit-head and, after a short railway journey of 20 miles, could be “tipped” right into a ship’s bunkers. No, the government will only allow Liverpool ships to use Welsh coal, brought around by sea from Cardiff and Swansea in South Wales. Steamers bring the coal from South Wales to Liverpool, transfer the same into lighters and barges along side, or pile it on the wharves. Then the same coal is taken in barges from the dock where it was discharged, out into the river, into some other dock, and loaded from lighters into ships’ bunkers. There are easily 3 handlings which seem unnecessary.

But, then, the Coal Control Ministry and its enormous staff must do something, no matter how ludicrous, to show the people that they are “on the job.”

Even Ships Change. Talking of ships, I wonder how many people now living in the West, and who emigrated from Europe, a generation or so ago, remember the then great Atlantic liner, “Germanic” of the White Star Co. Built in 1875, she was the first “Atlantic greyhound” to make the run from Queenstown to New York in 7 days. She was sold to an Italian firm in 1900, and most Liverpool people, had they been asked her present whereabouts, would have remarked “Oh, gone to the bone-yard, years ago.” But, she came steaming into the Mersey the other day, flying the Turkish flag, and bearing a new name—registered as the “Gul Djemal,” of Constantinople. “Lo, how the mighty have fallen.”

Dr. Graham Bell, the inventor of the telephone, has, after an absence of 50 years, returned for a brief visit to the land of his birth. Edinburgh, Scotland, claims him for her son, and today the proud city confers upon him the “honorary freedom of the City of Edinburgh.” In a short interview, the aged inventor recalled his boyhood school days, when he attended the same school in Edinburgh as King Edward, then Prince of Wales. Dr. Bell laughingly recalled some game in which he and the prince took part. The two, as scholars, were very good friends and though, in after years, when the royal school-chum became King Edward, Graham Bell received more than one invitation to visit his majesty, the inventor says he never could spare the time for such a long vacation as a visit to England would have necessitated.

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The Bookworm

(Mary A. Nichols, County Librarian.)

Three branch libraries in the Union County Library System now have deposits of books from the central library—Elgin, 132 books; Union, 135; and Cove, 52 books. We hope to bring them up to their full quota during March. One book station has been started in the Hilgavd school, with 30 of our books. We have mailed out 84 pieces in response to requests.

Miss Edith Pickett, from the Richmond, Cal., Public Library, will join our library staff soon after April 1st.

For February, the Elgin Library reports a circulation of 621 books and the Union Library, 588. The circulation at La Grande was 3190—an average of 133 daily.

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Geo. H. Currey

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