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SHEPHERD HUSBANDRY

Not long since I promised to tell how 225 sheep and lambs were carried from May 1st to Aug. 20 on forty-five acres, the last two months of the time being unusually dry, says James Arnold in Farm, Stock and Home. There were only twenty-five acres of grass pasture for the sheep, twenty of timothy and the rest a slough from which was cut five loads of hay that the sheep would not eat on the ground. It was therefore necessary to get the chief part of the pasturage from the other twenty acres. Previous to May 15 and during lambing time the sheep ran on rye and other grain crops near the sheepyard. Of the twenty acres referred to one-half was sown to barley and oats, equal parts, four bushels to the acre, and the other half to wheat and rape, one-half bushel wheat and four pounds rape to the acre. These were sown as soon as danger of hard frost was past. During the last half of May the timothy pasture furnished good feed. Then the sheep were turned into the oats and barley most of the time for two weeks, by which time the wheat and rape were about knee high, a tangled mass of vegetation that was a pleasing sight to the shepherd and tasteful to the flock. From June 15 on the flock was alternated between the three pastures, taking care to keep the sheep off the rape when it was wet to avoid bloat. During the last four weeks, and the driest time, the rape was the mainstay. It is important to say that from each pasture the sheep had access at will to pure water, and also salt, and had shady places to retire to. On account of the extreme drought toward the last of the time the pastures got pretty bare, but by Aug. 20 there was plenty of feed elsewhere. This experience indicates, however, that it would be better to add a bushel of rye to the oats and barley, reducing those to that extent and substitute rye for wheat with the rape, since rye is proving one of the best of pasture plants. It will stand more drought and stools more if kept eaten down close. It is only fair to state that the land that carried these sheep has been greatly enriched by manuring, has not only been pastured with sheep, but the manure from the sheep house and yards has been hauled on the knolls, making them produce fully equal to the lower land.

Yearling Merino Ram.

This splendid Delaine Merino ram was champion, any age, at a recent Illinois state fair and is a splendid type of the old style fine wool sheep.



A SPLENDID SPECIMEN.

He is owned by A. T. Gamber of Michigan, and, although only a yearling when the photograph was taken, shows good size with exceptionally heavy fleece. He has been highly praised by experts.—American Agriculturist.

To Keep Rams From Fighting.
An exchange says: "Some one wants to know how to prevent rams from fighting each other. We have had some experience in that line—have had rams killed in fighting. The best plan we ever tried was to yoke them together with a rope so close that they

could not turn their heads. They will cut lively antics for a short while and will take turn about in choking each other down, but soon they will wear each other out and walk about very peaceably and graze together like the jolliest of friends. I have tied two rams together this way that were so mad that they would froth at the mouth when they saw they could not get at each other, but this was harmless, and I have enjoyed watching them. After about three days of this forced companionship you can loose them, and they will go off side by side like old friends and will hardly ever offer to fight any more."

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Shrinkage in Transit.

The shrinkage of lambs in transit often forms the subject of discussion among shepherds. To settle the question several parties near Fort Benton, Mon., made shipments on the basis of 4 cents a pound delivered at St. Paul. The lambs were weighed when loaded on the cars and again when unloaded at their destination. It was found that one lot which had weighed fifty-nine pounds turned the scales at an average of fifty-two when unloaded and the other forty-nine pounds. Those of the latter bunch were not weighed when loaded, but are supposed to have shrunk in about the same proportion. Both lots were grazed at Minot and fed at Larimore, while hay was kept in the cars the entire time that the animals were aboard.

MAKE THEIR OWN ROADS.

How a Community of Farmers Solved the Highway Question.

One of the best kept roads I know of anywhere is in Caldwell county, Mo., between Nettleton and Hamilton, writes W. H. Hamby in American Agriculturist. I have driven over this road at all times of the year, but have never seen it rough or muddy. It is not because Missouri has superior road laws. There are roads in the state that would wreck a leather bag in a spring wagon. Neither is it because the township trustees compel the road overseer to attend to his business. Township trustees and road overseers here are about ordinary, but are ordinarily not about when needed.

This is the explanation. On each side of that road are fine farms, beautiful farms with clean cut hedges, well kept orchards and fine meadows. On these farms are well built, well painted and nicely ornamented farmhouses, with beautiful lawns and trees about them. In those houses live progressive men who have agreed that this road shall be well kept. Each man owns a scraper. Each farmer takes the piece of road along his farm just as the city resident does his sidewalk. When one is busy another takes care of his road. When a bridge is to be built they all come together and build it. The road is graded in the middle, so the water runs off at once. When it begins to get rough they run a scraper over it. During parts of the year they go over this road from three to six times a week, sometimes even oftener.

It takes some time? Yes, but not half as much as it does some other men trying to sell their farms when they want to change. An average of three hours per week for each farm keeps the road. When they want to go to town, as they often do, the drive is a pleasure. It's a pleasure for other people, too, and when one of them wants to sell his farm he gets from \$5 to \$10 more per acre than if he was located at the side or end of a narrow gullied, buggy breaking bypath. Then they have free mail delivery along that road now. Some of the rest of us haven't, and I am told the road had something to do with it.

State Aid Must Come.

State aid in building roads must come in time in every state. It is now in operation in New York, Massachusetts and other states and is giving satisfaction. It makes it possible to accomplish road improvements that the county would not attempt. The plan in the east is for the state to pay half the cost of the road, the county a quarter and the township a quarter. The work, however, is uniform and is done under the supervision of a road commission, which employs a state engineer of roads, who supervises and gives instructions on the best method of road-building under the different conditions.

Narrow Tires Spoil Roads.

One of the most prolific causes of bad roads is the narrowness of the wagon tires in common use, says General Roy Stone. They cut out great ruts, and when these ruts are filled with moisture they cut still deeper and mix with the water the new dirt cut from the bottom into mud and slush. So is bad weather the ordinary wagon tire is a rutmaker and a mud mixer.

Beet Pulp as Feed.

Seven thousand sheep and 180 steers are on feed on the beet pulp at the Fort Collins (Colo.) sugar refinery. The company also sells the pulp at 80 cents per ton, and the sheep eat between ten and fifteen pounds of it each day, while each steer tucks away from 100 to 150 pounds daily and often bawls for more. The feeding is largely of the experimental order as yet. The officials say that they will import some grain in order to finish the animals properly before sending them to market.

HERPICIDE

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