

# POPK COUNTY THE MIZER

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MOTOR TIME TABLE.  
Leaves Independence for Monmouth and Airline—  
7:30 a.m.  
Leaves Independence for Monmouth and Dallas—  
1:30 p.m.  
Leaves Monmouth for Airline—  
6:30 a.m.  
Leaves Monmouth for Dallas—  
7:30 p.m.  
Leaves Airline for Monmouth and Independence—  
8:30 a.m.  
Leaves Dallas for Monmouth and Independence—  
1:30 p.m.

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REPRODUCTIONS OF  
CHINA OF ALL THE PUBLIC BUILDINGS

SEND FOR SAMPLES

HOLVERSON'S



It is an interesting question and one worthy of some thought as to how far we may force a cow when seeking for a big yield of milk and butter and whether such forcing is ultimately desirable, writes D. H. Stovall in Farm and Home. Many are prejudiced against forcing at all, and this prejudice is not without foundation, as the premature death of some cows that have been forced up to the limit testifies. There is no doubt that this high feeding process, for the purpose of getting a big milk and butter yield, weakens the constitution of the cow and sooner or later must tell on her general health.

Now the question arises: How far may we go with the forcing process? All realize that a certain amount of forcing is beneficial, in that this is the only means of developing the organs of the cow and in turn making her calves better stock, for breed is, after all, only a matter of generations of feed and care, and it was by forcing that a cow was brought through several generations from a yield of three pounds of butter to a yield of fifteen. But what is the limit?

It is not hard to remember when a horse was fast that could go at a 2:40 gait, but now we are getting mighty close to the two minute mark, and we cannot say that the limit has been reached. So it seems reasonable to suppose that the limit of milk production in a cow has not yet been reached. It must be admitted that many cows, those possessing weak constitutions, are hurt by overfeeding, by forcing, yet it is only by forcing that we can hope to increase the milk producing capacity of a cow and increase the value of the breed.

Keep an Account.  
Perhaps there is no one thing which will so well repay the breeder of dairy cattle for his time and trouble as that of keeping an accurate account of each cow's production of milk and butter fat. It is not a complex or difficult matter. Have a spring balance in the stable, and weigh on it each cow's mess as soon as milked; set the amount opposite the cow's name on a sheet ruled for a month; give each cow a separate

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page in a blackbook and transfer it to her total production month by month. At the end of the year the record will show which cows are earning money for their owner and which losing it. The quality of the milk from time to time may be tested.

Also Sold For Butter.  
The oleo people have always made a strong point of oleo being a cheap butter for the poor man, and many have been the crocodile tears shed by the oleo trust over the inability of the poor man to pay the high price for cow butter, says Horard's Dairyman. Of course every one knows how readily the oleo makers sacrifice themselves for the poor, butterless laboring man, but we have never been able to obtain figures showing the exact extent of the sacrifice until the last report of the Pennsylvania dairy and food commission came to hand.

This report shows that out of 1,482 samples bought for butter in the Pennsylvania groceries 1,195 of them were oleo. As the above was sold at butter prices, the poor man had to pay about \$119 over what he could have bought the oleo for under its own name. This is philanthropy at 10 cents per pound excess profit.

A Good Guernsey Cow.  
The illustration, reproduced from Rural New Yorker, is of Cassiopeia 4885 A. G. C. C. This was the second best Guernsey cow in the Pan-American



model dairy herd. In the six months' test this cow gave 6,270 pounds of milk, which tested 4.25 per cent butter fat, or 267.73 pounds butter fat, which made 315.01 pounds of actual butter. The financial record of the cow for these six months stands as follows:  
1,118 pounds hay..... \$3.54  
4,142 pounds silage..... 4.14  
2,580 pounds green clover..... 3.12  
1,241 pounds bran..... 3.12  
6 pounds oats..... —  
24 pounds cornmeal..... —  
42 pounds cornmeal..... —  
6 pounds linseed meal..... —  
89 pounds cottonseed meal..... —  
Total value of grain..... \$17.56  
Total..... \$29.26  
This left a profit of \$20.40 on the production of butter fat.

Know Your Cows.  
Much of the profits of dairying is eaten up by the cows. A single cow may be all right in appearance and even in the quantity of milk yield, and she may be merely an expensive luxury, her feeding and care weighing more financially than her butter product. Every cow should be carefully tested not only as to the amount of butter yield, but as to the amount of feed she requires to make it from. The test should involve a careful weighing of feed as well as butter, and cows that do not yield a reasonable profit should be disposed of.

Rhode Island's Road Methods.  
Rhode Island has shown a tendency to repudiate the methods adopted by most of the eastern and middle states in respect to the co-operation of state, counties and towns. That state, according to the idea of the legislators, should not aid financially the counties and towns further than merely disseminating information and showing the good results obtained from fine roads. This latter work is accomplished by building sample highways of half a mile in extent in each town and county. It was reasoned that these practical object lessons would arouse local pride sufficiently to make their extension an actuality. So far this system has justified the state authorities in their predictions. Nearly 500 miles of good gravel and stone roads have been built, representing about one-fifth of the total road mileage of the whole state.

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## NO FAVORITES

But courteous, obliging clerks, ready at all times to serve you.

## A VALUABLE DISCOVERY.

Burned Gumbo Makes the Best Kind of Highway.

Nowhere in the United States are the present roads poorer or better ones more needed than in some parts of the Mississippi valley. The problem of improvement in this region, moreover, has seemed peculiarly difficult because there are no ledges of rock of a kind suitable for making good road material.

But now, behold, out of the very excess of badness, out of the sticky, clinging, almost bottomless mud into which the roads are converted every spring and autumn, comes the material which is to work their salvation. This material is burned gumbo, the very mud which makes the roads so bad, baked over wood fires until it becomes one of the best road-building materials known.

The credit of making the first practical application of this discovery belongs to the railroads. For several years they have been using burned gumbo as ballast for their roadbeds in Illinois, Missouri, Iowa and other states of the middle west. It was first intended as a substitute for crushed rock in regions where rock could not easily be obtained, but it demonstrated its superiority so plainly that it is now used extensively even where ledges are abundant.

The mud is really an impure, exceedingly sticky clay. The process of preparing it for use upon the road is very simple. Cordwood is piled in a low pyramid eight or ten feet wide. Over this is thrown three or four inches of

coal slack, and on this again is placed from twelve to twenty inches of mud. When the wood is fired, a slow combustion goes on, which converts the mud into small, sharp cornered and exceedingly hard pieces, so that the product has the appearance of red gravel.

The railroads find that they can make and deliver the gumbo on board the cars at a cost of 25 to 35 cents a cubic yard, but when burned in more primitive fashion and on a smaller scale, as is usually the case on country highways, the cost is slightly greater.

Roads covered with this material are never muddy or dusty. They keep free from snow and ice, are slow to get out of repair, and weeds or grass will not grow on them. The supply of mud is unlimited, its preparation simple and cheap. A writer in The Review of Reviews declares that five years of systematic and intelligent work with burned gumbo would make the principal country roads as passable all the year round as a paved city street and at little more cost than the amount now wasted in "working the road."

## FOR BETTER HIGHWAYS.

Society Organized For the Promotion of Good Roads.

A movement has been started in Media, Pa., that should receive the earnest support of every citizen. It is the organization of a society in the county for the promotion of good roads. The project has been launched well, and the interest taken in the matter thus far indicates that the promoters will be able to secure the co-operation of a large number of people.

For some reason it has taken many years to secure general interest in such an important reform as the making of fine highways, and in this particular this country is far behind some of the countries in Europe, which have ideal highways, says the Chester (Pa.) Times. All of the argument is on the side of the modern road, so it is not necessary to stop and convince the people of the utility of the well kept thoroughfare, but the question that must now be considered is how to secure the means with which to build the roads. Some of the states in the Union are very liberal in the laws for the encouragement of better highways, and in this particular Pennsylvania has much to learn from Connecticut, New Jersey, Massachusetts and other commonwealths, which have miles of highways over which a carriage or a bicycle can travel with ease and comfort.

If we are to have good facilities for moving about the country, and everybody concedes that we must, then it is clear that the state should assist, for the benefit is to the state as well as to the immediate territory affected. And if this is done it will be found that the farmers and suburban residents will quickly join in the movement to secure first class highways.

## Good Roads Are the Cheapest.

One main fact of the whole good roads question deserves to be emphasized—the permanence of the highways after they have once been well built, says the Baltimore News. The first cost seems large, but the money is in the end wisely invested.

## Europe's Highways.

The cost of maintaining a public highway in England is roughly estimated by the authorities at \$30 per mile per annum; in France, \$105, and in Austria, \$190, per mile per annum.

## FOR ORDINARY FARMERS.

The Claim That It Doesn't Pay Them to Fatten a Lot With Hens.

The ordinary farmer who reads the elaborate directions for the care and feeding of poultry which often appear in print may be excused if he shows symptoms of disgust.

For he is a busy man, his wife is a busy woman, and help indoors and out is busy too. He has no time for all this "fuss and feathers."

Nor will so much of it pay him. He cannot afford to spend so much time and money, to the neglect of other important affairs, in caring for his poultry. The returns do not and will not justify it on the ordinary well conducted farm.

This will provoke dissenting opinions from many, but it is a fact. But it is equally a fact that attention to the chickens will pay.

How to get the most from the flock with the least labor is the problem for the farmer.

One way is to save labor by spending a little time in making things convenient for the laborer.

Fix the house so that it is dry and as warm as possible. If poultry must be confined, put enough hens in it, not too many.

Have the roosts so arranged that they will not become foul from droppings. Make them so that they can be removed easily or so that they can be painted frequently with lice killers with little trouble.

Provide a place for the feed. It is not necessary for the ordinary farmer to cook mashies every morning or warm corn every evening for his chickens. Just give them enough of some kind of grain, wheat, corn or oats, changing occasionally, and let it go at that. Waste vegetables are all right. Green bone is good to increase egg production. No poultry farmer should be without them; even the average farmer may find them profitable. If he can't have them, he can worry along without them.

If the chickens are all kept around the barn, keep something handy for them to eat. Barns are usually comfortable places for chickens, and if fed enough they will respond. The trouble is that they are expected to find their own living around the barn, and they can't do it.

Never mind about cleaning out the house every day. Keep it as clean as possible, but no need to worry about it every day.

Remember that poultry manure ranks high as a fertilizer. Try it once and see. A little time spent in saving it will be richly rewarded. Realization of the value of poultry manure will usually keep the houses clean enough on the average farm.

No one to feed so many hens or any cockerels. If they lay well, a moderate number will give enough eggs. If they don't, more will not help much, and the smaller the number kept together the better they will do.

Reasonable care and abundant feed will usually bring the desired result in eggs. Don't think because you can't have fancy poultry or can't care for it according to the fancier's standard you must be without eggs. Do something for the hens; they will return the favor.—National Stockman and Farmer.

Neighbors are always willing to loan anything except butter. Every woman thinks her butter a little better than the butter paid back.—Aitchison Globe.