BUTTER TESTS

Continued from First Page

The value of any churn is dependent upon its simplicity and durability, upon the completeness with which it does its work, upon the power required to operate it and upon the ease of cleaning it after the butter has been removed.

Although there have been, it is claimed, more patents granted for churns than for any other single agricultural implement, with the possible exception of farm gates, nevertheless it is a fact that just as much and just as good butter can be made with the old fashioned dash churn as with the most modern churn known.

The principle of all churns is the same, whether they are dash churns or the so called air churns, and it should be remembered that no churn can get more butter from a given amount of milk or cream that it contains of butter fat plus a reasonable amount of water and caseous matter.

TRUSTWORTHY SCIENCE.

The Babcock Test and Those Who Oppose It.

It is hard to explain by natural laws the slow progress made in milk testing in some localities, says The Creamery Journal. It is beyond all question that the Babcock test is the leading invention of the age in that line. It is sure that it is the only practicable method known for easily and surely ascertaining the value of the milk for butter making. It is certain that unless we know the fat content of each patron's milk it is impossible to divide the money fairly among the many patrons. It is certain that if we do not divide it fairly we are parties to fraud and injustice and have no right to hold our heads up among honest men. Why, then, are there so many creameries where no attempt is made to pay each patron his just dues?

There seems to be no answer possible to this except the meanness of man. Nature is good and honest. Science is trustworthy. The Babcock test is founded on nature and science. To use it is to make it possible to do right. To refuse to use it is to make it impossible to do right.

In the first place, some men are suspicious. The ordinary creamery patron is not an angel, but a man with the inherent feelings of mortality. He is sensitive when a neighbor gets more for his milk than he does, and he is sometimes suspicious that the testing was not impartially done. Suspicion on the part of some patrons is one cause for opposition to the use of the test.

Another cause is dishonesty. There are patrons who wish to get the better of their neighbors. We are glad to believe that they are in the minority, but they can be found, and they are always opposing anything which prevents them from succeeding in their plans. They have thin milk, and they want as much for it as if it were better milk. So with a few who wish to cheat and a few who are envious of a neighbor who beats them in the quality of milk and gets paid accordingly there is opposition to the test among patrons.

Another reason is that the suspicion that the testing is not skillfully, carefully and honestly done is sometimes well founded. There are rascals, sad to say, behind the weigh can and in the holy of holies of the creamery. Lack of confidence in the accuracy of the test is occasionally due to lack of confidence in the tester rather than in the machine.

The Cow In Ancient Literature.

How little we realize in our daily contact with the cow what an important part she has played in the remotest literature of the past, says Hoard's Dairyman.

The Rig Veda, the ancient scriptures of India, contains mention of Traitana, one of the divine powers which ruled the firmament, "destroying darkness and sending rain." To this divinity was given the office of rescuing the celestial cows and slaying the demons that had carried them off. "These cows," as Max Mueller tells us, "always move along the sky, some dark, some bright colored. They low over their pasture; they are gathered by the winds and milked by the bright rays of the sun; they drop from their heavy udders a fertilizing milk upon the parched and thirsty earth. But sometimes, the poet says, they are carried off by robbers and kept in dark caves near the uttermost ends of the sky. Then the earth is without rain, the pious worshiper offers up his prayer to Indra, and Indra rises to conquer the cows for him. He sends his dog to find the scent of the cattle, and after she has heard their lowing she returns, and the battle commences. Indra hurls his thunderbolt, the Maruts ride by his side, the Rudras roar, till at last the rock is cleft asunder, the demon destroyed and the cows brought back to their pasture."

This is one of the oldest myths or sayings current among the Aryan nations.

Surely if the cow has furnished such inspiration to the most ancient of poets, shall she not be deemed worthy of a tribute of praise from the farmer of today, whom she has so often saved from many a devastating financial drought?

Winter Flavor.

When the weather holds down below zero and the mercury sulks day after day, says The Creamery Journal, the thrifty patron sets his milk cans away in the horse barn and covers them up like so many Eskimo babies to keep them from freezing, and after two days he loads them up and sends them to the creamery and expects the butter to sell for three-quarters of a cent above highest quotation.

Were he at the other end of the line he would find that the butter has a dirty flavor after it reaches the dealer and that it is due to tainted milk. It is easy to say that the butter maker should refuse all milk which is the least tainted; but, all the same, the creameries are few where there will not be at times some milk which is not strictly up to the desired standard, and the fact that the boys ask their patrons to take special pains when they are making butter for a convention shows that they sometimes take milk in for the everyday make which is not so fine as it ought to be and that they see no way out of it under the law of competition. Where, then, does fact come in? Right here for one place. There being two or more grades of milk delivered as to cleanliness, skim as little milk as possible into the cream from milk which is not, like Cæsar's wife, above suspicion and then dump warranted milk right into the cream. This shuts out as much as possible of the taint from questionable milk and puts in enough casein of the accepted quality to set up the right kind of fermentation. In practice this milk is generally in part or as a whole "started" in fermentation the day previous, but adding good, fresh milk has of itself a good effect.

GOOD ROADS PLANS.

PENNSYLVANIA MOVING FOR BETTER HIGHWAYS.

State Commission to Prepare Measures to Be Presented to the Legislature—Farmers' and Taxpayers' Interests to Be Considered.

"The roads and highways of Pennsylvania in nearly every portion of the state are a standing disgrace, and it is imperative that a step forward shall be made so that good roads may be assured in the near future." These were the words of Hibberd B. Worrell, who was elected president of the Pennsylvania state road commission at a meeting of that body in Philadelphia recently. The members of the commission, who were recently appointed by Governor Stone, are A. J. Cassatt, William L. Elkins, H. C. Breckinridge, ex-Governor Beaver, H. C. Snavely and H. B. Worrell. The single object in view is the consideration of the whole subject of roadmaking and the preparation of a comprehensive measure on the subject, to be submitted to the next legislature in January, 1901.

A SOFT ROAD.
[From L. A. W. Bulletin.]

The president of the commission, Mr. Worrell, has been for more than ten years an earnest student of the various road systems in Pennsylvania and other states, and he is at present chairman of the state highway committee of the League of American Wheelmen. He is the right man in the right place and as the head of the commission will be able to furnish valuable information on the question at issue. In discussing the matter he continued:

"There is nothing more important to a state than good roads, and it cannot be denied that under the present supervisorship system in this state there is not much hope for improvement. Just how bad the system is can perhaps be best indicated in words by stating that year after year sufficient money has been collected in the shape of road taxes not only to maintain improved highways, but also to extend the work of making new roads. Progress has been impossible because of the great waste of the people's money, which it must be admitted can hardly be avoided under the prevailing system.

"Our commission must consider first of all the interests of the farmers, who are large taxpayers and are perhaps the least able to bear the burden. We desire to prepare a law which will give them good roads, so that they will be able to get their products to market without increasing the burden of taxation.

"We should, of course, have state aid, and there should be provided a system of supervision different from the present. The new township government bill is a good law and is an improvement on the old one, but it affects only a few townships, which will, I have no doubt, be greatly benefited. One feature of the present law now in force in nearly every township which is very objectionable is the privilege extended to some to work out their road tax. This should be abolished, for the reason that the farmers and others who are given the privilege put their own people to work on the roads, men and boys who are generally incompetent, and bad work is the result. Thus there is a waste in the taxpayers' money in that feature of the present system.

"Beyond a doubt the present methods must be revolutionized, but just what shall be done is the problem which we must solve. If a system could be devised whereby roads could be built by contract, the taxpayers' money could be made to go much further than it does at present. The cost of construction would be less because of the competition."

Secretary Hamilton of the Pennsylvania department of agriculture says a good road, dry, solid, smooth and of easy grade, is no longer to be classed among the luxuries, but it is a business necessity not only to the farmer, but to every industry and enterprise in the state. The manufacturers, merchants, the railroad lines, the boroughs and the cities are equally benefited by improved highways with the farmer who resides in the immediate vicinity of the country road.

"Heretofore our public roads have been maintained by the citizens in whose districts these roads are found," continued Mr. Hamilton. "There are at present about 100,000 miles of country roads in Pennsylvania, which cost annually about $4,000,000, or about $40 per mile, to maintain. When the unserviceable condition of these roads is considered, notwithstanding the enormous sums expended annually for their repair, the conclusion is forced that there is something radically wrong with a 'system' that has this part of our public business in control.

"An examination of the fact shows that there is no single system of road management in this state, but many, and in most of the 1,500 townships which the state includes there are no continuous boards of supervisors. The officials change every year, and as a consequence no well considered plan for road improvement is possible while this condition exists."

NATIONAL HIGHWAY.

GENERAL ROY STONE FAVORS ITS CONSTRUCTION.

Would Be an Object Lesson In Road Improvement—Postal Savings Banks Will Help Solve the Problem of Better Roads.

General Roy Stone recently addressed the Automobile Club of America in New York city on the subject of road improvement. General Stone said:

"I would be glad if I could trust myself to advise you as to the line of action you should take in promoting road improvement. It would seem as though you might wisely take up some of the larger problems which we have considered, but which were beyond the means at our control. In this great country it is often easier to do big things than small ones. You have only to catch the public fancy and stir up public sentiment and unlimited means are placed at your disposal.

"There are three great enterprises in connection with the good roads work, any one of which is worthy of your consideration.

"Three years ago, when the price of steel rails was below a cent a pound, we were on the point of success in introducing the general use of steel tracks, but for the lack of $2,000 or $3,000 to pay for new rolls to make special shapes of rails we were compelled to patch up our specimen tracks from shapes already in the market and thus failed to make them successful and attractive. When steel comes down again to normal value, it becomes the logical and necessary road material. All the considerations of easy traction, cheap maintenance and even of moderate first cost are in its favor.

"A second great departure which many of us have advocated looks to the provision of vast sums of money at very low rates of interest for the general construction of highways throughout the country. It involves the establishment of postal savings banks and the loan of their funds or on county bonds issued exclusively for road improvement and guaranteed by the state, the rate of interest to be no more than that paid by the government on deposits—possibly 2 per cent—the government gaining its compensation in the improvement of the highways and the better and cheaper transportation of the mails.

"The campaign for postal savings banks is already half won, and the only serious drawback to it is the difficulty of a lack of the proper investment of the funds. No investment could be safer than that in public roads, which add at least tenfold their cost to the value of the property which is pledged for the debt. The small interest charged could in most cases be taken out of the present amount of road taxation and still leave enough to keep good roads in good order, so that the great result of good roads everywhere would be brought about without a perceptible increase in taxation, while their benefits would be accompanied by that increase of rural thrift and economy which would result from an extension to all the agricultural regions of convenient savings institutions and the saving habit.

"There are two or three minor measures of great practical value in the gradual development of road improvement, such as strengthening and broadening the work which the department of agriculture is doing through the division of road inquiry in order that the larger educational work may be done both in the literary department of the office and in the object lesson work of road construction; such again as developing the employment of convict labor in the preparation of road materials in quarry camps, where the convicts can be guarded and secluded as well as in prisons and where they can have a healthful occupation, noncompetitive with free labor, and such finally as the promotion of state aid to road building under which the most substantial progress in road construction has so far been made.

"But the third of the grand undertakings which I would like to commend to you is the construction of a great national object less in road improvement and in the advance of values due to good roads. It is the building of a national highway across the continent and along both its shores. Such a highway, extending, for instance, through all the great coast cities of the continent, branching north and south along the Pacific, would traverse or touch two-thirds of the states of the Union. It need not be built by the general government except through Indian reservations and public lands, where the government itself would reap the profit in the advanced values. Each state could build its portion as a part of its own system and its own object lesson in road construction. The national supervision would insure the proper location and connection of the different state sections in order to form a continuous and well located through line. Such a highway would be the great thoroughfare of business and pleasure travel for vehicles of all kinds. It would soon be lined with villages, villas and model farms throughout its entire length, and the advance in property values would be so plain that 'he who runs may read.'

"A project so vast may seem like a vision of dreamland, but in all its vastness it is only a fraction of what already has been done in the construction of our continental railways, and it is no more than a fitting adjunct or sequence of the great transformation of travel which the successful advent of the automobile has wrought for the future. Such a field for your vehicles would multiply their use a hundredfold. Road and vehicle would fit each other, and together they would worthily signalize the advent of the twentieth century."

CONVICT ROAD BUILDING.

South Carolina Finds It Effective and Profitable.

Effective use of convict labor in roadmaking is reported from Columbia, S. C., where an average of 80 prisoners have been employed in this work for the past two years. Last year 31 miles of road radiating from the city were remade, graded, ditched, laid with sand on clay or clay on sand and converted into smooth and satisfactory highways, capable with timely and systematic care of indefinite maintenance in good condition. During the preceding year fully ten miles had been remade, so that now there are over 40 miles of these permanent roads leading out of Columbia.

With the levy asked for the mileage can be doubled this year, the work on each road being taken up at its present terminus, from five to seven miles from the city, and carried an equal distance beyond. By following this plan every main road in the county can be made in from three to four years more. "Columbia is now far more accessible by highway than it has ever been," comments The State of that city, "a fact daily evidenced by the number of wagons and carts coming to and going from the city, the traffic on certain roads at certain hours assuming processional proportions."—New York Post.

News and Notes.

Of the agricultural exports from the United States to Europe during 1894-8 nearly 62 per cent went to the United Kingdom. Germany received 14.7 per cent, France 7.5 per cent, the Netherlands 4.9 per cent, Belgium 4 per cent, Italy 2.4 per cent, Spain 1.7 per cent and Denmark 1 per cent.

In an Ontario trial of three varieties of millet—Japanese panicle, Japanese barnyard and Hungarian grass—panicle headed the list with a yield of 6.4 tons per acre of green hay.

Angora goat raising appears to be finding much favor in southwest Texas, as well as in Washington and Oregon.

The Stone, Paragon, Ten Ton, Cumberland Red and Perfection tomatoes are all varieties that have been grown with advantage for canning factories.

Ginseng is getting scarce in a wild state, and as much as $4.75 per pound has been recently paid. It is now being profitably cultivated.

Do not feed musty hay to dairy cows, nor in fact any kind of fodder that is musty, says an exchange. Some believe that this mustiness will not pass through into the milk, and it may be so, but we are suspicious of the truth of the assertion. It is a fact that there is a difference in the flavor of butter made on June grass and the butter made in the winter when the cows are fed on dry hay. If this difference in feed makes any difference in flavor, why may it not make a good deal of difference if the feed be particularly bad? Moldy feed is a bad thing to have around in any case and should be thrown out. Using it as cow bedding is likely to make the matter worse, for the whole stable will be scented with it, and in the morning when the milk is drawn it will certainly be tainted, and this taint will grow as the cream ripens. It is not advisable to use this for bedding and depend on airing the barn enough in the morning to get the smell out. This would be seldom done at all, and where done it would generally be done in a very imperfect manner. The presence of spoiled feed is very often the cause of poor butter.

A POPULAR INK.

David's celebrated writing fluid kept in stock at the INDEPENDENT office is now used at the

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4 Child's Set, Knife, Fork and Spoon	25	26 Tool Set, not playthings, but real tools	650
5 Salt and Pepper Set, one each, quadruple plate on white metal	50	27 Toilet Set, decorated porcelain, very handsome	800
6 French Briar Wood Pipe	50	28 Remington Rifle No. 4, 22 or 32 cal.	800
7 Razor, hollow ground, fine English steel	50	29 Watch, sterling silver, full jeweled	1000
8 Butter Knife, triple plate, best quality	60	30 Dress Suit Case, leather, handsome and durable	1000
9 Sugar Shell, triple plate, best qual.	60	31 Sewing Machine, first class, with all attachments	1500
10 Stamp Box, sterling silver	70	32 Revolver, Colt's, 38-caliber, blued steel	1500
11 Knife, "Keen Kutter," two blades	75	33 Rifle, Colt's, 16-shot, 22-caliber	1500
12 Butcher Knife, "Keen Kutter," 8-in blade	75	34 Guitar (Washburn), rosewood, inlaid	2000
13 Shears, "Keen Kutter," 8-inch	75	35 Mandolin, very handsome	2000
14 Nut Set, Cracker and 6 Picks, silver plated	80	36 Winchester Repeating Shot Gun, 12 gauge	2000
15 Base Ball, "Association," best qual.	100	37 Remington, double-barrel, hammer Shot Gun, 10 or 12 gauge	2000
16 Alarm Clock, nickel	150	38 Bicycle, standard make, ladies or gents	2500
17 Six Genuine Rogers' Teaspoons, best plated goods	150	39 Shot Gun, Remington, double barrel, hammerless	3000
18 Watch, nickel, stem wind and set	200	40 Regina Music Box, 15¾ inch Disc	5000
19 Carvers, good steel, buckhorn handles	200		
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21 Six each, Knives and Forks, buckhorn handles	250		
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for Throat and Lung Troubles, and after taking it according to directions, I was as well as any man in New York State. I was healthier and stronger than before I took the cold which came so near killing me. I now weigh 150 pounds—ten pounds more than ever. After recovering, I applied for a life insurance policy. When the doctor began examining me, I was afraid he would discover that my lungs had once been affected, but he didn't. I passed all right, and was pronounced in a first-class condition. If that isn't proof of the most positive kind that Acker's English Remedy is a great medicine, I don't know what you call proof. I give it my warmest endorsement. My address is given above. Anyone who wishes may write me personally about my case."

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