

BAR TO PROSPERITY.

ROADS DOUBLE THE COST OF TRANSPORTATION.

Expense of Hauling Farm Products Through the Mud Has Up the Profit-Stapidity of the Prevalent Road System.

Commenting on the failure of the Minnesota legislature to pass a state aid law for the improvement of country roads, the St. Paul Pioneer-Press calls attention to the shortsightedness of the present system of road building and maintenance and deplors the fact that money now spent on the highways is practically thrown away. The Press says:

New Jersey has a state aid law for the building of good roads which is practically similar to that which was rejected in our own legislature last winter. When the New Jersey law was first proposed, it was strongly opposed

by the farmers of that state, but when they came to understand its purpose and the value and economy of permanent roads they changed their attitude. They are now the strongest kind of supporters of the movement, and the consequence is that little state is pretty well gridironed with smooth, hard roads upon which no money is wasted in repairs and over which are carried loads two and three times the size of those which could formerly be hauled. These highways now aggregate over 400 miles, and one-third of the cost was borne by the state at large, the county paying the other two-thirds.

There are sections in Minnesota where clay and sand makes travel very heavy and where with state aid permanent roads scientifically built would add almost as much to the general prosperity of the section as the railroad. The folly of being content with a system of communication between the farm and the town and railway station that makes the cost of transportation two or three times what it need be is made more apparent when one recalls the volume of product that greets every suggestion of the advance of freight rates. Cheap transportation from the farm to the market is one of the chief secrets of successful competition and prosperity, and the community that sees to it that it has a hard road passable with a heavily loaded team at all seasons and in all weathers will save far more in one year than could be effected by any reduction in freight charges.

Nor should it be overlooked that under the present system in vogue in most townships the building of roads is absolutely wasteful. Ramsey county roads cost about \$10,000 a year in repairs year after year, and after the first hard rain they are often in as bad a condition as they were before the money was expended. It would be just as sensible to dump at least half the sum into the first hole. If it were not for the politics in the thing, the system would have gone long ago. A hundred thousand dollars carefully expended would give this county all the macadam roads it needs and would reduce the annual expenditure for repairs by one-half.

The continuation of the present system, whether due to stupidity, want of judgment or because a few votes may be made by farming out the road jobs, is a criminal waste of the money of the people of St. Paul, who pay 90 per cent of the county expenses. It is a barrier to prosperity in the country and a barrier to that frequency of intercommunication between the urban and rural populations which brings trade to retail merchants. The board of county commissioners made a fair beginning once, though it failed to insist upon a careful construction of the roads as it should have done. It is to be hoped that it has not abandoned the project. If it has, it is time the good roads advocates got together and organized to secure the construction in the fall of men who will see that the city and the county get something out of the money that goes into the road fund. For the more rural counties a state aid law would prove a boon.

When it comes to repairing highways, the custom of waiting until the road has lost its shape or until the surface has become filled with holes or ruts should never be tolerated. Much good material is wasted by spreading a thick coat over such a road and leaving it for passing vehicles to consolidate. The material necessary to replace defects in a road should be added when the necessities arise and should be of the best quality and the smallest possible quantity.

CREAMERY PROMOTION.
How Money is Made Out of Overriding a Good Thing.

So called "promoters" of creameries or canning factories are reaping a rich harvest this year. We have explained their methods many times, says the Rural New Yorker. A slick, plausible agent comes to town and talks to business men about the great value of a creamery or canning factory. Of course they agree with him, for the town is to get the factory, and they are to put up little money for it. Then some prominent farmer is secured. Usually he gets a bonus for his work. He goes around among the farmers and "talks it up." He is a good talker, and the result is that farmers sign an agreement to take a certain amount of the stock of the concern. Then a meeting is held, a committee appointed and usually an agreement is made with the agent to have him build and stock a factory. He names his own price, which is usually 50 per cent or more greater than the outfit is really worth. Then the promoter goes ahead and puts up the plant. It is usually "accepted" without hesitation by the committee, and then the promoter starts out to collect. By means of bluffs, whizzing promises or threats he collects in cash or notes a good share of the subscription. He then gets out—usually discounting the notes at a county bank. He leaves behind a factory costing far more than it should and usually altogether too big for the local needs. The business men and "prominent citizens" who subscribed large sums do not, as a rule, pay much actual cash. The cost is usually paid by the farmers who subscribed smaller sums. If the farmers are ready to put up more money and produce enough to keep the factory busy, they may in time get their money out, in a usually hard work to do this, and in

many cases the factory stands idle after one brief and disastrous season. It will be asked, "How is it possible to work such a game on shrewd, level-headed farmers?" That is one of the mysteries of agriculture. It remains a sad fact that, while an honest and respected man cannot induce his neighbors to co-operate, an irresponsible and strange rascal can induce them to throw their hard-earned dollars into his net. Who is the wise man that will explain this thing?

What Deterging Did.
It pays sometimes to listen to the advocates of new ideas and consider whether there is a common sense at the back of them, says The Dairy World. Some years ago there was a Danish neighborhood up in northern Wisconsin which had prospered by growing supplies for the lumber camps of the vicinity, which were full of men every winter. But soon the timber was about all cut, and it was a long haul to market, and the little settlement of farmers were in distress and did not know what to do next. One of the settlers who had heard of Professor Henry of the experimental station appealed to him, and the professor went up and looked over the situation. They were 18 miles from a railroad and freight was high. He prescribed a co-operative creamery. It looked like a desperate undertaking to change their whole plan of farming, but there did not seem to be any other course to follow, and they started the creamery. At first they had a struggle to make it pay, but they stood by the enterprise and won, and now it is a rich and prosperous community. It was the newfangled notion that saved them.

Smoking Calves.
It has been often said of the farmer that he sends his best produce to market and eats the refuse, and on many dairy farms the newborn calf finds itself confronted soon after its birth with this principle. It is deprived of the rich milk of its mother and fed with a cheap substance as early as it can be taught to lap the liquid from a pan. Some H. H. Hall of Lyndon, Vt.



BUCKING BOTTLE FOR CALVES.
has utilized the idea of the baby's bottle and made a feeder for the calf by which its weaning will take place at a much earlier date than by the old method, and by this device the calf absorbs the thin blue substitute fed to it in a way so entirely natural that it remains in ignorance of the deception being practiced upon it. A bracket or supporting device for the milk receptacle there is a rubber tubular reinforcement in front protruding and to this frame a horizontal bar is attached, carrying at its extremity a rubber nipple of ample proportions. Connected with the nipple is a flexible tube extending into the liquid in the pail. Inside the nipple there is a rubber tubular reinforcement, the end of which is fitted with a small metal having cross-strips in it, which acts as a valve. With this device the calf may be fed liquid nourishment, receiving it slowly and by natural suckling.

LIVE STOCK SOUTH.

Farmers of Georgia and Alabama Awake to New Industry.
The restless energy and enterprise of the cattle men of the west have opened up an entirely new source of revenue and profit to the farmers of Georgia and Alabama, says a correspondent of the Cincinnati Enquirer. For months the agents of the cattle men of Kansas and other western states have been scouring every section of Georgia and Alabama looking for "pliny woods" cow and steer they could find at prices that were considered fancy by the farmers, who had hitherto been glad to get rid of their "dry cattle" for almost any price. The railroads have carried train loads after train loads of these pliny woods cattle to the western ranges, where they have been fattened and shipped to the slaughter houses. In fact, the shipments have been so numerous and so large that people are wondering where so many old, poor cows came from. These sales have brought thousands of dollars into the south, but this has been the least of the benefits resulting to the section from the enterprise and hustle of the western cattle dealers.

The returns from the sales have opened the eyes of the farmers to the fact that there is money to be made by raising cattle to sell to western dealers, and as a result hundreds of pastures are being built up and enlarged, and there is a large number of calves and fat calves being rapidly introduced. The farmers figured it out that if the western men could pay them a fair price for pliny woods cattle, pay freight on them to the western ranges, fatten them and ship them to market, freight to the packing houses there must be money in it for the buyers. They reason that it will be much more profitable for our farmers to raise better breeds of cattle, fatten them in their own pastures and ship them to the packing houses than it would be to continue the present plan of selling to the speculators for shipment to ranges in the west.

Red Hogs.

Each and every breeder has his own fancy as to breeds, said Sam Walker before the Breeders' association of Licking county, O. Some prefer Berkshire, some Poland China, some Chester Whites, some Duroc Jerseys. The truth is no doubt each breed has its good qualities. But the question comes forcibly to our minds which is the most profitable breed to make a success in hog raising. The Duroc-Jersey is the truly pure bred hog that will make his offspring uniformly after his own color. He was ridiculed a few years ago as a perfect curiosity, but like the Norman horse, he has become popular. Today the Duroc-Jersey brings better prices than any other breed. Why? Because their offspring prove to be more profitable. Their superiority over some other breeds lies in several things. In breeding they are more prolific, having no equal in this. They make good mothers no difference how young. Seldom is a sow lost in farrowing, and the little ones lose no time in finding their own teats. They are very hardy legs and make good grassers; will take on fat at any age, and, having a good coat of hair, they will stand the cold winters and hot summers as well and will care for

themselves. They are easily handled. They will make a weight in show condition at 6 months old of 200 to 250 pounds. They have been tried and not found wanting, weighed and not found light, tested and all found to be good, raised and found profitable, bred and found to be the most profitable of all breeds of swine. Never have to kill any of them because they have too many white spots. The Duroc-Jersey is a red hog and red all over.

Selection of Breeding Ewes.

The choice of ewe lambs to increase the flock should be begun while they are running with the parent and should be first made to depend upon what is known of her, says The American Cattle- raiser. If she has produced good lambs and has proved to have abundant milk, it may be expected that this quality is likely to be transmitted to her ewe lambs or through her ram lambs to the next generation. The production of twins or triplets is largely hereditary, and the number of such can be increased by those who think it desirable by the saving of ewe lambs that are from ewes dropping twins. In a similar manner one who knows the ewe can choose lambs to mature early, to fatten easily or to yield heavy fleeces, as they may think most desirable, and such as are chosen in this way should be marked and their development watched. If they show faults later on, they can be culled out and should be. If we had 50 lambs and wanted to increase our flock by 20, we would reserve 20 until well grown to select from, and when we made a final choice we would be able to give our reason for reserving each one. It might not be a good reason or might not seem so to others who were building up a flock upon a different principle, but no system at all is worse than one that is closely followed until its faults have been made apparent by the test of time.

British Exports.

We exported 452 cattle last year valued at \$14,100 as compared with 341 valued at \$11,500 in the first quarter of last year, says the London Live Stock Journal. The like comparison for sheep and lambs exported is 1,540 valued at \$10,940 against 1,620 valued at \$18,465. That of pigs is \$5 valued at \$381 against \$71 valued at \$1,947, and that of other animals is \$2,040 valued at \$11,640 against \$1,150 valued at \$1,921. The value of all animals exported, including horses, noticed in another paragraph, was \$185,430 against \$204,303.

BABY BEEF.

Best Produced on Calves Cheaper Than on Older Cattle.
If the feeding of any class of cattle will pay, it will pay to feed baby beef, writes Joseph E. Wing in The Breeder's Gazette. There is no doubt that gain is produced at much less cost on the calf than on the older animal. As his age progresses each succeeding day sees the cost of gain increase. Compared with weight the ability to eat, to digest and assimilate is immensely greater in the young animal, and the "food of support" is in comparison much less in amount. Provide besides your corn and barley plenty of good alfalfa hay. There is need of plenty of protein in the ration that is to be fed to the baby, whether it be a baby steer, a baby lamb or a baby boy or girl. Protein, which abounds in all clovers (alfalfa is a clover), goes to make lean flesh and blood and bone, to build the frame, without which will have no room to hang your fat. It keeps the animal in health and vigor. The mature animal will endure a ration of corn alone, not so the baby. As to the questions of market, they are well answered in the following from a leading Chicago commission house:

"We think it pays to feed baby beef. In the first place, this class of cattle is gaining favor every day, and it makes no difference how many cattle are on sale there is always an excellent demand for baby beef—in fact, the demand exceeds the supply, and they are about the first cattle that sell in the morning. Baby beef will weigh from 1,150 to 1,300 pounds at the time of market. The heavier they are the better they sell, as the eastern shippers are strong competitors for heavy weights. Barring Christmas time, the months of June and July are the best market months for baby weight beef. This is on account of their cutting the warm weather trade much better than the heavyweight beefs. We strongly advise feeding nothing but top calves. Heifer calves will sell about the same as steer calves."

Feed For Young Bulls.

At reasonable prices barley is an economical concentrate and should be used as freely as possible, writes W. A. Henry of the Wisconsin experiment station. Barley, however, is not particularly rich in protein, ranking lower than oats and considerably lower than bran. As the young bulls are growing bone and muscle they should therefore not receive too much of the barley, but instead a reasonable allowance of both oats and bran. At the prices named there is not much choice in these two latter feeds excepting that being richer in protein than the oats the bran will supplement the barley very nicely. After giving all the bran and oat hay the bulls will eat allow them for concentrate a mixture as follows: 200 pounds bran, 100 pounds oats, 50 pounds. Of this mixture allow not less than one pound per hundred weight of animals fed. Some will eat a little more, and some will possibly get on with somewhat less. As the animals grow older the proportion of barley to other concentrates can be increased. The barley should be reduced to meal either by rolling or grinding, preferably the former, and it would be well as a rule to grind the oats, though if the person is some distance from the mill or has not the machinery available he can try feeding whole oats, giving them separately if the animals do not take to them kindly when mixed with the other mill feeds.

American Horses For War.

Very recently agents of the British government began to purchase horses in Texas. By the last enumeration there were 1,100,000 horses in Texas, and the sale of several thousand of them to the British government at prices ranging from \$50 to \$70 a head (the average value of a horse in the United States is now about \$37) marks a feature of the development of a new item of American trade. It is not in respect to horses only that the United States offers a large market to the governments of other countries, for there are now in this country 2,000,000 mules, and thousands of these have been purchased for war service by the British government in South Africa. The armies of European countries are constantly increasing in size and with this increase comes the need for more horses. Roughly speaking, there are 1,000,000 horses required for military

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The German Mile. Germany has three kinds of milles—the German short mile, 8,550 yards; the German geographical mile, 8,227 yards; and the German long mile, 10,128 yards.

There, little wheel, don't cry! You're not so bad, I know; But I've been told, I know, That you're not so bad, I know; And the way will soon be smooth, and dry; There, little wheel, don't cry!

—Horse's Magazine.

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