

The Farm

Utilizing Straw.

Owing to its abundance straw is added to barnyard manure, but it can be made more serviceable if made fine with the feed cutter before being used. While straw may soon rot after being mixed with manure, yet in a fine condition it is a much better absorbent and can be forked into the manure with advantage. When loading and spreading manure there is a saving of labor when handling that which is fine, and the manure will be more valuable because the loss of ammonia will be arrested by the use of suitable absorbent materials.—Edwinist.

Pedigree Stock Trade.

If you expect to sell hogs at fancy prices you must produce fancy hogs. Too many breeders are content with a fancy pedigree, expecting the blood lines of the animal to carry it into popularity. While it is very essential that an animal have a desirable pedigree, it is all the more essential that the animal itself possess individual merit. As soon as breeders of pedigree hogs come to a full understanding that the animal produced must possess greater merit in connection with the pedigree than the people will readily pay a good price for it, regardless of whether or not public demand is strong for such animals.—Farmers' Home Journal.

How to Tell a Fresh Egg.

It is easily possible to tell the difference between a fresh egg and a cold storage egg without breaking the shell, and dealers in the District of Columbia who sell stored eggs for "strictly fresh" ones may be prosecuted and convicted, according to statements today of Dr. Harvey W. Wiley, the Government's chief chemist, at the "high cost of living" hearing being conducted by a House subcommittee. Dr. Wiley had a large number of fresh eggs and some of the cold storage variety. Dropping them into a large vessel of water containing ten per cent. salt solution, the fresh eggs immediately sank to the bottom and the refrigerated ones floated on the surface. When asked how he knew the eggs were fresh, Dr. Wiley replied that one of his inspectors saw the hens lay them yesterday.

Feeding Lambs.

One of the most inviting and profitable of the animal industries now is the feeding of lambs for the city markets. A few feeders are undertaking this line of feeding with great success. No other young animal makes so large and profitable a growth as the lamb. No other young animal begins to feed profitably so early as the lamb does. Lambs are very little trouble to feed; all they need is a rail or board pen open at the bottom sufficiently for them to crawl under; set this pen in the pasture. They should be fed meal in a V-shaped trough. The ewes cannot enter but will try to and thus encourage the lambs to go in; they will soon learn to eat, and the appetite will increase rapidly with their growth. As newly weaned lambs as a general thing bring the highest price in the market, this method of disposing of the lambs is to be encouraged.—A Reader, in the Indiana Farmer.

Alfalfa Will Grow Everywhere.

While experts have been declaring that alfalfa would only grow in certain soils and in certain climates it has proven adaptability to nearly all climates and almost all soils. It produces with a rainfall as scant as fourteen inches, and in the Gulf States flourishes with sixty-five inches. It gives crops at an elevation of 8000 feet above sea level, and in southern California it grows below sea level to a height of six feet or over, with nine cuttings a year, aggregating ten to twelve tons. An authenticated photograph in possession of the writer shows a wonderful alfalfa plant raised in the (irrigated) desert of southern California, sixty feet below sea level, that measured considerably more than ten feet in height. Satisfactory crops are raised, but on limited areas as yet, in Vermont and Florida. New York has grown it for over one hundred years in her clay and gravel; Nebraska grows it in her western sand hills without plowing, as does Nevada on her sage-brush desert. The depleted cotton soils of Alabama and Missouri each respond generously with profitable yields to the enterprising farmer, while its accumulated nitrogen and the sub-soiling it effects are making the rich land more valuable and giving back to the crop-worn the priceless elements of which it has been in successive generations despoiled by a conscienceless husbandry.—From Coburn's "The Book of Alfalfa."

Poultry Success.

Success with poultry is had by "knowing how." This is not learned in a day, or even a year, as we have found by experience.

In 1876 at the World's Fair they had royal birds—Asiatics, European and Mediterranean, but no barn yard fowls. This was a world's fair and the barn yards were not in it. In our boyhood days this barn yard tribe furnished eggs in profusion. When we saw those royal birds we thought they offered a royal road to success, but our idea of royalty then differs from what it is now. Experience with those royal birds showed that royal birds, like royal people, are "poor stuff" to build success upon. The Asiatics were too indolent to keep healthy, and the corn crib lowered rapidly. Europeans were too quarrelsome. It took a large range to hold them and outside of egg production they were not profitable. We then secured Houdans and Rocks; these proved more profitable than any of the former kinds. When the R. I. Reds came around we found in them an ideal fowl for the farm.

Man's Limited Powers

By means of mechanical devices, the product of his own brain, man can sweep along a prepared track at nearly a hundred miles an hour, or through the air at seventy-five. Also he can build towers more than two hundred times his own height. But strip him of his machines and machine-made instruments and he compares rather poorly, in the matter of physical achievements and capabilities, with certain of the lower animals.

Consider, for instance, man's sprinting or running powers. His best speed for a mile is some four minutes twelve and three-quarter seconds, which gives a total of about fourteen miles an hour. The gray wolf lopez along at an easy twenty, and thinks nothing of doing sixty miles in a night. The hunted fox has been timed to run two miles at a speed of twenty-five miles an hour. A race horse at full speed travels at thirty-two miles an hour, while a greyhound, which is, so far as is known, the swiftest of all four-legged creatures, runs thirty-four miles an hour.

Man also falls behind in jumping. Roughly speaking, six feet in height and twenty-three in width are the limits of man's achievements in this line. A red deer has been known to clear a wall ten feet high, the chamelion can do at least a foot better, while the springbok of South Africa will shoot ten feet up in the air just for the fun of the thing.

Some of the beasts of prey are even more wonderful in their athletic achievements. The black jaguar, for example, can reach a branch fourteen feet from the ground. The greatest jumper in the world is the kangaroo. The sort known as the "old man" has been seen to clear deadwood fences ten to twelve feet high, while it can leap with ease a width of fifty to sixty feet. The record width cleared by a horse is about thirty-seven feet, while the ostrich in running clears twenty-five feet at a stride.—Harper's Weekly.

Words of Wisdom.

A close mouth maketh a close friend. We probably like the old songs best because every one sings the new ones. The most comfortable things in the world are old shoes and old friends. He is a mighty man who will snore in church, thereby keeping the rest of us awake. Dare to do right—if you can afford to be left. An ounce of prevention is a good antidote for remorse. The man who marries in haste has no difficulty in knowing what to do with his leisure. That liquor improves with age seems to be demonstrated by the fact that the older some men get the better they like it. Lots of us never put off till tomorrow what we can have done for us today. It's the things we don't get that we should sometimes be most thankful for. Circumstances over which we have no control frequently take the form of wives. The weigh of the transgressor is short weight. It is hard to feed a woman's vanity on bread and cheese and kisses. Many a fellow's aim in life seems to be to enlarge his sphere of uselessness. Misfortune sometimes makes the man. Even a dog can't fully appreciate happiness till he has had a few tin cans tied to his tail.—From "Dyspeptic Philosophy," in the New York Times.

Taking the College to the Farms.

There are now being perfected at the Massachusetts Agricultural College plans whose carrying out are likely to make something of a stir among the farmers of the State. Early in March there will set out from the institution a caravan of three specially built electric cars, two devoted to exhibiting purposes and the transportation of products for distribution, the third to living quarters for the professors who are to illuminate the purposes of this "college on wheels." As the cars go touring over the street railroads of the Commonwealth there will be offered at as many points as possible a series of lectures that will give the farmer the benefit of the study and experimenting that has been made at the college along his lines. The lectures will be supplemented by exhibitions of products which have been raised by certain methods or under certain conditions, and which illustrate the point the lecturer is trying to bring out.—Boston Post.

Wonders of the World.

In ancient times the Seven Wonders of the World were generally reckoned as follows: (1) The Pyramids of Egypt, (2) the Hanging Gardens of Babylon, (3) the Mausoleum at Halicarnassus, (4) the Temple of Diana at Ephesus, (5) the Colossus of Rhodes, (6) the Pharos of Alexandria, (7) the Statue of the Olympian Jove in Elis. The Seven Wonders of the New World is an appellation sometimes conferred upon the following group of natural objects in the United States: (1) Niagara Falls, (2) Yellowstone Park, (3) Garden of the Gods, (4) Mammoth Cave, (5) Yosemite Valley, (6) Giant Trees, and (7) Natural Bridge.—Kansas City Times.

His Broad Charity.

"I know papa is cross and surly sometimes and says things that are unjust, but you should judge him, Philip, by his best." "Philip? Oh, I do, dear. You're his best."—Chicago Tribune.

A Cat Twenty Years Old.

John Ferguson, of Clark's Mills, without much doubt has the oldest cat in York County, if not in Maine. He is of good old fashioned New England breed, none of the fancy variety, and was raised as a kitten in the family. If he lives four months longer he will be twenty years old. The cat's appetite is not so robust as it once was, and he isn't bothering much about rats and mice, but his health is fairly good, and no child in York County gets better care than the Ferguson family gives this venerable feline.—Lewiston Journal.

It was so cold in New York part of the winter of 1779 that residents of the vicinity were compelled to cut down the tall trees that stood at what is now the head of Wall Street to make kindling wood.

GOOD ROADS

IDEA GAINS FAVOR.

Movement Making Progress All Over the Country.

Never before in the history of this country has there been such widespread interest in and practical activity for good roads as is the case at the present time. The good roads conventions that have been held during the past year have been remarkable, not only in number, but in the results accomplished. In the South sentiment for improved highways has crystallized into definite action, in most cases being led by the Governors and leading State officials. Many miles of new roads are now about to be built, hundreds of miles are already under improvement and substantial appropriations have been voted by scores of counties and townships.

Conventions have been held in Louisiana, Mississippi, Tennessee, Virginia, Arkansas, North Carolina, and Georgia; on the Pacific coast, Seattle had the first conference of road builders, the American Road Makers' Association held its sixth annual meeting in Columbus, Ohio; Cleveland was the scene of the second annual National good roads convention which originated the previous year in a big meeting in Buffalo and was ably supported by the National Grange, United States Office of Public Roads, farmers' clubs of the country and every other body actively at work in the good roads movement. It has been a year of good roads' conventions and the meetings already planned for the coming year indicate that the agitation for good roads will reach a higher standard of efficiency in 1910 than ever before.

The much maligned automobile has played an important part in the movement for serviceable highways. Once regarded as the enemy of roads and in some measure of mankind, the benefits of the motor vehicle are now acknowledged as of incalculable value. If the automobile aroused discussion and criticism by destroying the roads considered good enough for the last generation, it is now widely recognized as the forerunner of better roads. It has forced the road builders and engineers to deal with new problems, the old system of construction has been revolutionized and the methods of proper maintenance are being studied with more care.

George C. Diehl, chairman of the good roads board of the American Automobile Association, spoke very truly when he said at one of the recent conventions: "A great deal has been said about automobiles ruining the roads. Automobiles do disintegrate the water-bound roads. But the interesting fact is that automobiles have come to stay. It is only a question of time when the automobile will be used in hauling farm products. Then when we have arrived at the question of proper road construction we can say that the automobile not only solves the problem of rapid travel but has also solved the problem of road maintenance."

As a contrast to the automobilists' point of view of it is interesting to see the farmers' attitude of the present day. The time was, and not so very long ago, when the farmer and the motorist were supposed to be at cross purposes. To a large extent they were, but that is now ancient history. T. C. Laylin, master of the Ohio State Grange, voiced very forcibly the point of view of the agriculturist on this question at the convention in Cleveland by saying: "Although the question of road improvement is of direct interest to the residents of our towns and cities, it is and always must be one of prime importance to the farmer. By far the greater mileage of our roads is located in the farming districts, and the chief use of these roads is by the farmers in getting their produce to market and for social intercourse with their neighbors. While we join with our friends, the owners of automobiles, in the discussion of plans for advancing the good roads movement, we of the Ohio State Grange believe that in spite of all that is said or done this will remain a farmers' question and to be settled rightly must be settled in accordance with the wishes of the farmers."

As the farmers in the Western States are becoming enthusiastic automobile owners, realizing the benefits of the motor vehicle for purposes of economy, pleasure and business, they are virtually looking on the good roads problem in the same light as the motorists. With these two widely separated classes of the country working in harmony great changes for the National good are certain to result.

In mileage the United States has the greatest system of roads which any country has possessed since the world began. According to a careful road census, the length of all our roads amounts to 2,155,000 miles. The annual expenditure on these roads is approximately \$90,000,000. Road administration has been placed on a practical basis in about half the States of the Union, comprising the New England States, New York, Pennsylvania, New Jersey, Delaware, Maryland, Virginia, West Virginia, Ohio, Michigan, Illinois, Wisconsin, Minnesota, Missouri, Kansas, California and Washington. These have adopted in principle or practice the system of centralizing under a State highway department the road work of the State, thereby securing uniformity in methods, economy in administration and skill in supervision.

Has His Preferences. "You have a wife better in jail here?" "Yes." "Here are some roses for him." "Sorry, ma'am, but he doesn't accept any flowers less expensive than orchids."—Washington Herald.

TO STOP COMPLAINTS.

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Opposed Metrical System.

Lecturing before the Institution of Electrical Engineers, at London, Sir William Preece said that the proposal to make the metrical system compulsory seemed scarcely within the range of practical politics at present, for the Anglo-Saxon race of manufacturing engineers were nearly all opposed to it.

A new house has just been completed at Shefford, England, and it is said to be the first one built there in fifty years.

Since the Czar gave out that his subjects might have liberty of conscience about 250,000 are said to have gone over to the Roman Catholic Church, 15,000 have become Lutherans, 50,000 were converted to Mohammedanism, 3500 to Buddhism, 400 to Judaism and 150 Siberians have declared themselves pagans.

J. H. Hale, of Georgia, the "Peach King," has 350,000 trees in his Southern orchards alone.

A bottle of milk, containing a two-inch minnow, was recently delivered by a Pittsfield (Mass.) milkman to one of his customers.

There are thirty-nine miles of books on the shelves of the British Museum.

Mrs. Winslow's Soothing Syrup for Children teething, softens the gums, reduces inflammation, allays pain, cures wind colic, 25c a bottle.

In a month a caterpillar eats food weighing 6000 times its weight.

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