



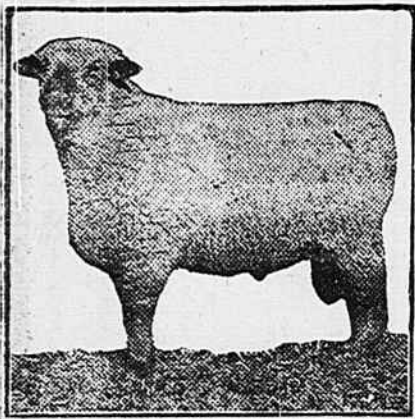
**USE CARE IN LAMB FEEDING**

Change From Grass to Alfalfa, Corn, Barley, Ensilage, Etc., Must Be Made Gradually.

(By GEORGE H. GLOVER, Colorado Experiment Station.)

A small percentage of loss in lambs in the feed lots is to be expected, but this loss in some instances is far greater than it should be. When range lambs are placed on a fattening ration the change of feed is so sudden that digestive disturbances cause a general disorder and several dead sheep are found in the pens each morning. This invariably leads to the suspicion that they are dying of some infectious disease.

In some cases the ration is not well balanced to secure the best gains and



Wool and Mutton Type.

the conditions of care and handling might be better, but these things will account for only a nominal loss.

The change from grass to alfalfa, corn, barley, molasses and straw, ensilage, etc., must be made gradually and herein lies the secret of the heavy losses of lambs in the feed lots in the early fall. The desire to get the lambs on a fattening ration as early as possible and failing to appreciate the danger of too heavy feeding and change of ration has helped to make lamb feeding an unprofitable business in some instances. A sudden change of feed, or overfeeding, must be guarded against in the domestic animals, especially in this true with the horse and sheep.

**FIGHTING WORMS IN SHEEP**

Internal Parasites, Next to Dogs, Are Greatest Detriment to Animals—Change Pastures Often.

Next to dogs internal parasites are the greatest detriment to the farm sheep business. The trouble seems to be aggravated by pasturing sheep year after year on the same ground. The best cure is prevention and the practical way of prevention is changing pastures as frequently as possible.

Scrawny, unthrifty lambs will usually be found suffering from intestinal worms, providing, of course, feed conditions are such that they normally should be in good shape. Gasoline is the best treatment.

Mix well one-quarter ounce gasoline in three ounces sweet milk and drench each lamb for three mornings in succession. Before the first treatment put them in a pen and give them no feed nor water for 18 hours. Repeat the treatment again in three weeks. Be careful not to let the lamb strangle, and draw the mixture into the lungs.

**HOW HOG CHOLERA SPREADS**

Story Appears in Little Leaflet Recently Issued by Experts of the Iowa State College.

How hog cholera spreads is less of a mystery than it used to be, due to careful investigations by the experts. The exact way is told in a little leaflet recently issued by the agricultural extension department of Iowa State college. The story appears in the following table, based on a study of 380 farms in a cholera district:

	Per cent.
Visiting neighbors, exchanging lambs, etc.	126 33.3
Sick hogs on adjoining farms	16 4.5
Infected by dogs	25 6.5
Previously infected premises	25 6.5
Escaping hogs	15 4.0
Infected by birds	104 27.5
Contaminated streams	31 8.0
Purchasing new stock	38 10.0

**Feeding for Beef.**

With silage as an important part of the feed of beef cattle best gains are made at least cost. The old-time hay and grain ration is too costly for the narrow margins on which the feeder must operate and the only way to insure a profit is to buy his cattle as cheaply as possible, then cheapen the ration with silage and cottonseed meal.

**Good Shepherd Watches.**

Sometimes a good ewe is lost, or her udder nearly ruined, because the lamb, a little weakly, sucks but one teat. The other soon becomes so full and hard it cannot get at it, or so sore and sensitive the ewe will not let it be touched. A good shepherd keeps an eye open for such cases.

**WILL INSIST ON COURTESY**

Railroad Managers Have Systematic Rules for the Governance of Their Employees.

"Courtesy meetings," it appears, are to be organized by one of the great railroad systems of the country. It is felt that rudeness and boorishness on the part of conductors, brakemen, porters, clerks and other employees of a carrier are neither essential nor unavoidable, and that neither strenuous nor efficiency requires the sacrifice of good manners.

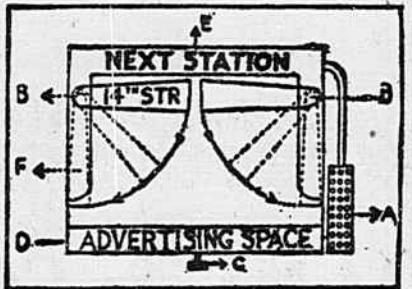
If "safety first" is a good slogan "courtesy second" is just as good. Time was in this country when busy and energetic men assumed tacitly that in trade and commerce manners were of no consequence. So long as the goods were "delivered," what did mere words matter? Why waste precious moments—which any statistician could multiply into staggering periods of time and enormous losses of money—on "please" and "thank you?" Why not leave all such empty and useless formalities to the absurdly ceremonious Latins and show the world that business can be transacted in a downright and swift manner?

These notions have been relegated to the limbo of crude ignorance. There has been a veritable rediscovery of manners in business. Efficiency is being separated from brusque discourtesy. Statisticians to the contrary notwithstanding, a billion "thank yous" will not "waste" a single second. Manners may take time, but they bring money instead of taking it. Politeness and affability pay—and pay on trains and cars as in dry goods stores and restaurants. Public utilities need not be places of public exhibitions of vulgarity and rudeness. The negligent and careless employee is a menace; the rude and insolent one a nuisance. All nuisances are bad for business. The time is ripe for schools of manners and courtesy meetings in the so-called hard and practical world.—Chicago Tribune.

**SHOWING THE NEXT STATION**

Indicator Designed to Furnish Information for Traveler on Railroad or Subway Cars.

An indicator to be placed in the middle of railroad, subway and elevated cars to tell the next station has just been patented by Bernhard Leder-



A. Buttons for Shutters; B. Shutter Lettered; B1. Shutter; Blank Lettered Shutter Shown on Other Side; C. Device to Raise Shutters; D. Space for Advertisement; E. Next Station or Stop; F. Where Shutters Are, After Dropping.

man of Brooklyn. It is designed to be hung where it can be seen by passengers at both ends of the car.

Below a board lettered "Next Station" are metal shutters rising and falling on hinges and operated by a touch of a button from the conductor or motorman. On leaving one station the button is pressed and this raises into full view the board bearing the name of the next station and at the same time sounds a buzzer. At the end of the route the shutters are lifted back into place by a lever.

Two electric lights illuminate the indicator and a transformer reduces the high current of the train line to the low voltage needed for operating the shutters. The whole is constructed of sheet iron and when fitted with shutters for 50 stations requires a space only two feet in length.

**MET ALL DEMANDS OF WAR**

German Railroads Have Been Superbly Handled Since the Beginning of the Conflict.

Since the beginning of the war all German railways have been controlled by the military authorities, through the military controllers that are attached to each line, even in time of peace. In conquered territory the railways are operated directly by the military authorities with the aid of railway men who have joined the army.

Movements of troops are usually made on short notice and they cannot be accomplished punctually unless the military controllers have complete command. This is the essential difference between conditions in war and in peace.

The first care of these officials is to provide the required trains at the proper time and place, the second to assure the safe operation of these trains on short headway. The problem of feeding men and horses on the journey also requires much forethought and preparation. These objects are accomplished very satisfactorily, despite the fact that a large proportion of the railway employees, and even of the rolling stock, is at the front.

All this is done, according to the Berlin Lokal-Anzeiger, without seriously interfering with ordinary passenger traffic, even with the fast trains, but freight traffic is subordinated to military needs.—Scientific American.

Barred Smoking on Trains. Smoking in British railway trains was officially prohibited prior to the year 1868.

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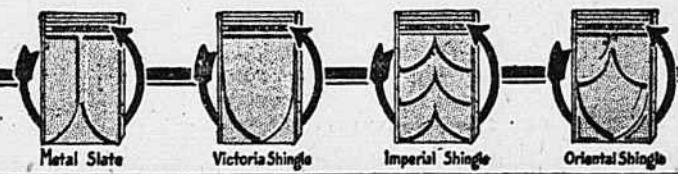
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