

cow; not as in the case of the Shorthorn breeder, who has to wait for a buyer, the dairyman get his returns every month.

In conclusion, I would say, I like beef, but I could live and thrive on milk, butter, cheese, and well-cured bacon. ROBT. EAGLESON.
York Co., Ont.

BETTER GO TO P. E. ISLAND FOR SWINE STOCK

Editor "The Farmer's Advocate":

In the Feb. 6th issue of our paper, I noticed an article from W. C. R., Leeds Co., Ont., entitled "A Losing Game," in which he tells of his experiment in feeding pigs. It seems that he lost money on his experiment. Well, what else could he expect? I, for one, was not the least surprised or dismayed at the result. Pigs that weighed only 75 pounds apiece at four months of age, must either have been a very small, slow-growing, unprofitable strain of pigs, or else they were half-starved and stunted before the test. In striking comparison with the weights of his pigs were the weights of some fed by a farmer in my neighborhood. This man had some grade Yorkshires (bacon type) that weighed over 180 pounds when four and one-half months old. These pigs were kept in a thriving condition from the time of their birth. I was glad to read of W. C. R. having such a nice warm piggy, which is doubtless away ahead of ours; but if Ontario breeders cannot raise pigs that will weigh more than 75 pounds at four months of age, they had better import some improved stock from Prince Edward Island. Now, Mr. W. C. R., when did you sell your pigs? How long did it take them to gain the last 75 pounds? Did they thrive as well as your pigs generally do, or were they an unusually poor-doing lot? I do not claim that all kinds and strains of pigs will pay a profit on the feed they consume, but I do claim that there are breeds and crosses that will pay a profit, and a good profit, too. E. R. Y.
Queen's Co., P. E. I.

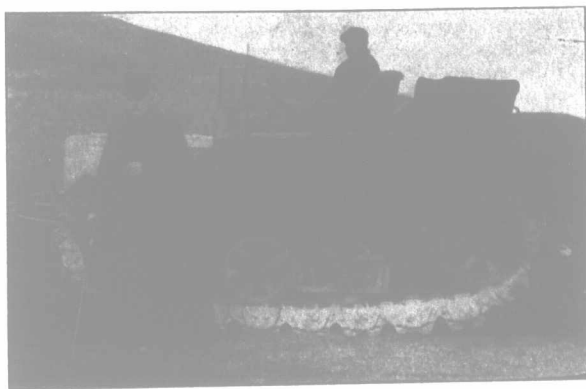
BUYING A BOAR.

In selecting a boar pig for a future herd head, it is the part of wisdom to choose one from a strong litter, the progeny of a sire and dam of the breeding, type and quality it is desired to perpetuate. While one of the less-thrifty pigs in a litter may, by good care, grow into as good an animal as one of the most forward, it is better to take no risk in that respect, but secure the best at the time of purchase, as these generally continue to be the best, the care and management being equal. The pig chosen should be of good length of body, not necessarily of extreme length, but with strong feet and legs well placed under him, and a strong back and wide, well-fleshed loin, the back being slightly arched. The head should be of moderate length, and wide between the eyes and ears, and the ears of medium size for the breed. The neck should be of moderate length, strong, and well muscled; the shoulders not wide or heavy, but smooth, and the shoulder-blade sloping back gently. The chest should be of good width between the fore legs, and the fore ribs of good depth; the flanks thick; the hams of good thickness and well let down to the hock, and the rump or hind quarters straight and of good length, the tail being set up well, and not too strong or coarse, and the hair should be of moderate thickness, fine and silky, but not curly.

The pig should be at least eight weeks old before being weaned, and will stand shipping better at ten to twelve weeks, if the distance is considerable. It is wise, where practicable, to see and select the pig personally, seeing its sire and dam, and the general quality of the litter from which he is chosen. Where this is not convenient, correspond by letter with a reliable breeder, describing the style of pig wanted, asking the price of such a pig, and judge from the replies where you are most likely to get what you want. It is well to require a registered certificate of pedigree and to require a registered certificate of pedigree in the transfer, and see that these are promised in the letter quoting price, to be mailed to you within a reasonable time, say a month from date of purchase. State the station to which you wish the pig shipped, naming the railway, and if you can, get not learn from your railway agent about what the probable cost of the transportation will be. Ask the seller to quote the price, freight or express prepaid, then mail a postal note or order, an express money order, a bank draft or a cheque payable to the order of the seller, with instructions for shipping, and ask that a letter or telegram be sent you a few days before shipment, notifying you on what day and train the animal will be shipped, so that you may be on hand to receive it soon after arrival at its destination. The buyer will judge of the reliability and business methods of the seller largely by the promptness and clearness of the replies received, which should cover all the points in the inquiry. The breeder who advertises for business should attend to his business promptly and obligingly, otherwise he need not expect a large share of patronage, and does not deserve it. He should ship in neat,

light, strong crates, sufficiently roomy to avoid cramping the pig, and put some light food, say, oats and bran, in a low box or trough in front of the pig; and, if the distance is great, tie a small sack of feed on top of the crate, and write on the address card, "Please feed and water."

The pig, when received, should be fed lightly for the first few days with milk or kitchen swill, with a little shorts or bran, or ground oats, and his ration gradually increased till he is getting what is necessary to steady growth. Do not judge him too critically at first, especially if he has had a long journey, but wait a few days, till he gets cleaned and filled up, when he may please you much better than at first sight. Give him a fair chance, a grass plot or yard to run in for exercise, and such variety of food as will tend to build up bone and muscle, rather than fat, and watch him grow. The same instructions will suit in the purchase of a young sow, and the same description, with the exception that she should be more feminine in head and neck, and should not be close akin to the boar she is to be bred to.



A New English Road Motor.

HOW A LOAD OF PRIME EXPORTERS WERE FED

Editor "The Farmer's Advocate":

In answer to your note of some time ago, in regard to the load of cattle fed by us, to which you made reference on your market page, issue March 26th, I am now in a position to give you the whole details, as I shipped those cattle to Glasgow through the firm of Maybee, Wilson & Hall, and as it might be of some benefit to others, thought it my duty to give the particulars requested.

In the latter part of October I bought those cattle from Mr. McDonald, of Fort Ranch, Victoria Road. They were just a good lot of Shorthorn-grade steers, such as he generally has on his ranch, as he told me that he had 1,000 head, some of them better than those. They weighed 1,090 pounds when purchased. I brought them home and turned them out with about 100 more cattle on some rough grass. As I commenced taking up my mangels and turnips, the tops were distributed in the pasture field, and this was continued until all the mangels and turnips were taken up, which was on in November, we having about thirty acres of roots. Then I continued to draw out some sheaf oats and Greystone turnips, and distributed in the field, until about the first of December, when there was about six inches of snow on the ground. When those cattle were put in the stable, they were fed whole turnips, cut straw, and Manitoba frosted wheat. After doing so for two months, my turnips in the root-house were finished, and the weather being too severe to permit them being taken from the pit, I continued to feed them cut straw and frosted wheat twice a day, with a little hay at noon, putting the cut straw in the manger and throwing the frosted wheat on top, at that time feeding about 15 to 18 pounds per head each day. There was no currying nor tomfoolery with the cattle, as the help I had consisted of two of my own boys to do the feeding, with a hired man to follow a team, draw out the manure, spread it in

the field, draw home the feed, help to cut the straw, and do any necessary work with the team. They not only had the one hundred head of cattle in the stables, but also forty stock steers that ran in sheds outside, six hundred sheep and lambs, twelve horses, and forty hogs, to attend to, feeding about two tons of grain feed a day, all told. These cattle were about one month and a half in the pasture field before being put in the stable, and about three months and a half in the stable. They weighed, when I shipped them, 1,430 pounds, and netted me \$5.65 per cwt. at home, being almost as good as 6 cents per pound in Toronto. Wellington Co., Ont. DANIEL MURPHY.

THE FARM.

ROAD IMPROVEMENT BY SPLIT-LOG DRAG.

A. H. Herrick, in a letter to the Ohio Farmer, testifies to the efficiency of the split-log drag as an improver of earth roads as follows:

In every section of Ashtabula County, where the new road laws have been enforced, and the King system of doing the work has been employed, we have every reason to be pleased. We are fast getting smooth, well-rounded, solid roads over which to handle our produce. The bad roads for which Ashtabula County has been justly celebrated for years, are now confined to sections where the laws were not enforced, or where the expensive road-machine system was employed during the season of 1907. Taxpayers are getting tired of being taxed for from \$5 to \$10 per mile for smoothing (?) a road with a \$400 road machine, when a \$4 King drag will do a better job at \$1 to \$2 per mile. As a consequence, the King drag is more in evidence this spring than ever before.

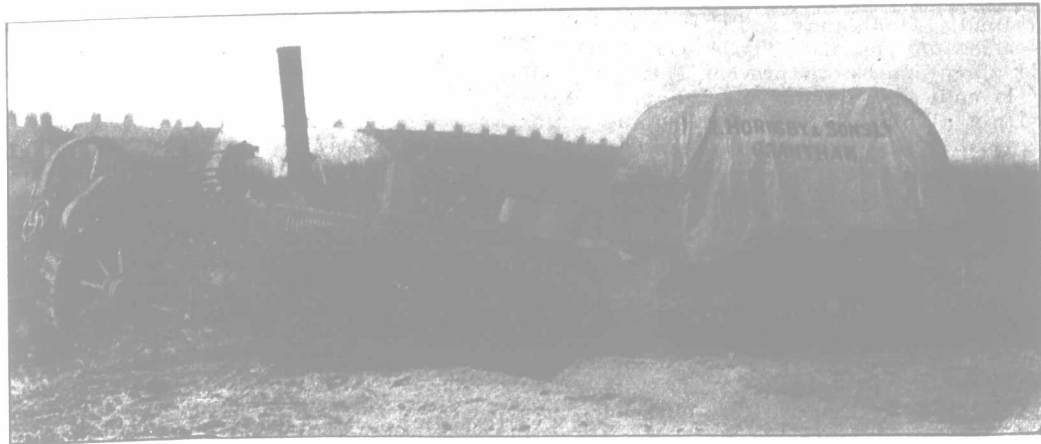
On March 31 we hauled a light load over a road which had been cared for at a big expense to the taxpayers by the \$400 road-machine method. The deep ruts, chuck holes, and soft, spongy places made the road well-nigh impassable. In point of fact, an empty wagon was a good load. Next day we hauled a far heavier load, and several miles farther, across the townships of Jefferson and Lennox, where the King system was used in 1907, and thus far this spring. We found the roads smooth and solid all the way round.

Farmers are fast getting to see that their own interests are furthered by hitching to a drag and smoothing the roads, therefore they do not wait to be called upon by the superintendent. We were over the same road a year ago, and a part of the Jefferson end of it was simply out of sight for lack of work; but, under the efficient management of the present superintendent for a year, it has vastly improved.

A NEW ROAD MOTOR.

The two engravings given herewith illustrate what is known as the Hornsby chain-track engine, a British road motor, invented by David Roberts, managing director of Messrs. Richard Hornsby & Co., a well-known English oil and gas-engine firm. It was designed, first, to overcome the difficulty of transporting heavy military stores and guns over soft and marshy roadless country, but is now being applied to the carriage of all sorts of heavy loads on bad urban or suburban roads, or where there are no roads at all. It is essentially an endless chain that travels round the weight-carrying wheels, forming on the inside a track on which those wheels run. One of the illustrations shows the facility with which it can be used in crossing a ditch hauling a heavy load.

One of the best investments a farmer can make is a dollar and a half expended for the more thorough cultivation of his mind.



35-H.-P. Petrol Car Drawing Stores Across a Ditch.