

On the Farm

WHY NOT MORE SHEEP?

Before the days of the American tariff on sheep and wool, a flourishing business was done with sheep through the greater part of Eastern Canada. The breeder of pure-breds is still in the business, duties not interfering with his export trade; but on the farms of the mutton-producers, even the old sheep sheds have disappeared. Farmers themselves have forgotten the flavor of mutton chops, or leg of lamb, else surely there could be found a small flock somewhere back of the barns; and the children have to adopt a pig for pet, and wear factory-knit stockings and mittens. It was not always so.

It is not well that the sheep have been so many of our farms. They are splendid gleaners, at least eighty per cent. of the weeds in a pasture will be eradicated by sheep; very few weeds seeds, if any, escaping destruction. They get much in a pasture that all other stock refuse. In winter, they are splendid consumers of coarse roughages, as peat straw, stemmy clover, and barley and oat straw. They do not demand painstaking care, save at weaning time. Thus, they are a sort of inexpensive accessory, gathering up the loose waste ends, and converting them into a cash surplus.

The dispersion of farm flocks all over older Canada has an economic reason. Other reasons are frequently given, but they are inadequate. The cur dog is a nuisance; sheep surely will go through poorly built wire fences. If large flocks are maintained on small pastures; other stock prefer not to graze after sheep; but these reasons are insufficient. If sheep were paying relatively, as they did formerly, they would not have been thus abandoned. When sheep were in their zenith, dairying had scarcely appeared above the horizon, beef-making had so frequently and irregularly partial or total eclipse, that many men felt they could not rely upon it as their guiding star, and pork-production oscillated then as now. Now dairying is developed into a highly profitable, permanent industry; beefmaking has probably become more restricted, but is more reliably profitable; pork production has shifted from fat pork to bacon, increasing the profit and constancy of the trade. But no such improvement can be noted in mutton production. The business stands too much where it did in the long ago. Lambs dropped in the spring are retained all summer and sold in the fall or early winter, when they are not especially desired. There is not a sufficient profit in the business, handled after this fashion, to continue its prosecution. This is the quiet economic reason of the decline in popularity of sheep in Canada.

But there is money, more money, in sheep and lambs than ever before, if the methods of procedure were adapted to the present demands. What is wanted particularly is lamb, not mutton. The market wants Christmas lamb, Easter lamb, spring lamb, early summer lamb. This trade is almost as easily met, and is highly profitable. The producer must plan his crop for the market he wishes to suit. If for Christmas, and the post-Christmas trade, they must be fall lambs; for Easter, they must be January lambs, and so on. What muttons for January will sell later on, almost as good a market. But always the lambs must be forced, and brought to market at from two to three months. At two months, the lambs can be brought to about forty pounds, and at three months sixty-five; the latter weight is getting rather heavy. For these fancy markets, the lambs at from two to three months will bring from seven and a half to ten dollars. A spring lamb, kept all summer, and marketed in the fall at 90 to 100 pounds, for five or six cents a pound will bring no more.

It is true here, as elsewhere, that the wool produced by most sheep will pay for their keep. They are worth much as gleaners; they are worth much as a source of wool and meat supply to farms; they are a delight to have about the farmhouse, and they will pay, and pay well to those men who will adapt them to the market demands.—*Farmer's Advocate.*

HANDS UP.

Eleanor, aged six, had been going to school only a few weeks. She had learned to raise her hand if she wanted anything. One day she put this into effect when she was sent to the chicken-house to get the eggs. Just as she reached the chicken-house door her mother heard her say, "All you chickens that have laid an egg, raise your hands."

An aeronaut is a man of the upper class.

IN MERRY OLD ENGLAND

NEWS BY MAIL ABOUT JOHN BULL AND HIS PEOPLE.

Conferences in the Land That Reigns Supreme in the Commercial World.

The mutilated body of a child in a cardboard box has been recovered from the canal at Derby. Inquiries are being made.

Five farms belonging to the Marquis of Exeter, comprising altogether 7733 acres, realized \$29,780 at a sale at Bourne, Lincs, recently. A coalman having fallen through the flooring of a house when delivering coal, he was awarded £80 damages against the landlords at Clerkenwell County Court.

Admiral Sir Reginald Henderson has advised the Government regarding naval defence, says *Reuter*.

A Burton Boy Scout named Frank Digran, aged fourteen, plunged into the Trent at Stapenhill and rescued a youth who had fallen in and was in danger of drowning.

It was stated at a Bristol inquest recently that a six-month-old baby named Moss was suffocated by a two-year-old brother putting a marble in its mouth.

Of the 33,000 blind in this country, said Father Bernard Vaughan at a meeting of the National Blind Relief Society in the Mansion House, London, the other day, 17,000 are trying to earn their own living, some of them being engaged in sweated labor.

Permission for the band of the Royal Artillery to play at the Brussels Exhibition has been cancelled by the Army Council.

Over 300 cases of ostrich feathers, valued at £138,000, were carried by the Mauretania on a recent trip to New York.

Thirteen burglaries, mostly at working-class dwellings, were committed in one district of Oxford between midnight on Saturday and five o'clock the next morning.

Miss Haldane, sister of the Secretary for War, urged women at the Women's Congress at the Japanese Exhibition recently to join the ambulance and nursing scheme for the Territorials.

From 24 feet to 23 feet in thickness, a new seam of coal at a depth of 700 yards has been discovered at Sandwell, near West Bromwich, the working of which will employ between 500 and 600 men.

Shipments of frozen Australian mutton during 1909 amounted to 1,633,042 carcasses, an increase of 649,693 carcasses on the preceding year. Ninety-two per cent. of the mutton was sent to the United Kingdom.

"I want to rise to be an admiral," said Albert Varley, aged thirteen, a workhouse orphan boy, for whom arrangements were made at Clerkenwell Police Court recently to start on a career as a sailor.

Watching some boys at play in Seymour street, Euston Square, London, a horsekeeper named Davis, it was stated at the inquest, saw one run over by a motor car and, rushing to pick him up, found it was his nine-year-old son.

Having put on a bathing costume at the Jupp road baths, Stratford, E., William John Meggs, a Leyton stone tradesman, sat down at the edge of the water and committed suicide by cutting his throat with a razor.

The annual festival in connection with Spurgeon's Orphanage, Stockwell, was recently celebrated. The income for the year was £15,224, and the expenditure £14,836. Increased support is much needed.

At a Sunbury inquest the deputy coroner commented strongly on the fact that, although there were thirteen men in Shepperton Baths when the deceased was drowned, only two went to his assistance.

While having a broken wrist set at Hammersmith Hospital, an Indian police officer named Usman Khan, who was on a visit to this country, fainted and died almost immediately. The injury was caused through being knocked down by a cyclist.

DOUBTFUL NAME.

Some years ago a Nottingham clergyman in baptizing a baby paused in the midst of the service to enquire the name of the infant, to which the mother with a profound curtsy, replied: "Shady, sir, if you please." "Shady," replied the minister. "Then it's a boy, and you mean Shadrach, eh?" "No, please your reverence, it's a girl." "And pray," asked the inquisitive pastor, "how happened you to call the child by such a strange name?" "Why, sir," responded the woman, "if you must know, our name is Bower, and my husband said as how he should like her to be called Shady, because Shady Bower sounds so pretty!"

We are told that true love will conquer a great many obstacles, but poverty and the toothache are two exceptions.

GIVEN UP BY HIS PHYSICIAN

"FRUIT-A-TIVES," THE FAMOUS FRUIT MEDICINE, SAVED HIS LIFE.



Williamstown, Ont., July 27th, 1909. "I suffered all my life from Chronic Constipation and no doctor, or remedy, I ever tried helped me. 'Fruit-a-tives' promptly cured me. Also, last spring I had a bad attack of BLADDER and KIDNEY TROUBLE and the doctor gave me up but 'Fruit-a-tives' saved my life. I am now over eighty years of age and I strongly recommend 'Fruit-a-tives' for Constipation and Kidney Trouble."

(Signed) JAMES DINGSWALL, Esq., 50c a box, 6 for \$2.50—or trial box, 25¢—at dealers or from Fruit-a-tives Limited, Ottawa.

TRIUMPHANT LOVE.

Romans 8: 38, 39. To one who served his Saviour well. There came a grief no words could tell.

He keenly felt its pang: But he was filled with restful awe, And in the light of what he saw, In confidence he sang—

"O Love that will not let me go, I rest my weary soul in Thee; I give Thee back the life I owe, That in Thine ocean depths I flow 'May riches, fuller be.'"

While midday's fairest light grew dim, He knew that there must be for him What starless night can bring: But as the veil of sense withdrew Of things unseen he had a view

And was inspired to sing: "O Light that followest all my way, I yield my flickering torch to Thee;

My heart restores its borrowed ray, That is Thy sunshine's blaze thy day 'May brighter, fairer be.'"

The owner of most precious life At times must use the pruning knife To make it rich and strong: And he, when the sore trial came, Rejoicing in his Saviour's name Exclaimed in grateful song—

"O Joy that seekest me through pain, I cannot close my heart to Thee; I trace the rainbow through the rain, And feel the promise is not vain 'That morn shall tearless be.'"

And then amid the pain and loss He saw revealed through Cavalry's Cross

The path which he must tread: His Saviour's presence he perceived And in the strength from Him received

In joyful tones he said:—"O Cross that liftest up my head, I dare not seek to fly from Thee; I lay in dust life's glory dead, And from the ground there blossoms red 'Life that shall endless be.'"

T. WATSON.

Granthurst, Ont., 1910.

THE LONELY CHICK.

I'm just a lonely little chick—I can not fly nor sing— I never had a mother to protect me 'neath her wing. Of brothers and of sisters I have twenty-five or so; We sadly need a mother now, to bring us up, you know.

Another family of chicks is living in our pen, And they've a watchful mother—such a nice, big speckled hen— She hunts for dainty morsels, then she calls, "Cluck, cluck! come quick!"

But oh, she shuns me, for I'm called an "incubator chick."

I saw an ugly, thieving cat, come prowling 'round one day, Then Mother Speck just spread her wings and hid her chicks away;

But when I tried in following, beneath her wing to creep, Those cruel chickens pecked at me, and cried aloud, "Cheap! cheap!"

My owner tells my pedigree and says I'm "splendid stock"; That Leghorns and Buff Cochins can't compare with Plymouth Rock;

But what is pedigree to me when hawks come flying 'round, And incubators have no wings to hide me safe and sound?

Some day perhaps, when a hen like Mrs. Speck I've grown, I'll scratch up tempting morsels for a family of my own;

Then if some lonely orphan comes my choicest scraps to pick, I won't forget that I was once an "incubator chick."

—The New Idea Women's Magazine for July.

ARMY AERONAUT CORPS

BODY OF AIRMEN ARE NOW BEING TRAINED.

Headquarters of the New Corps will be on the Grounds of War Balloon Factory.

Although no official announcement on the subject has yet been made by the British War Office authorities, it is pretty generally known that an army aeronautical corps is in process of formation. The headquarters of the new corps will be at Farnborough, where, in the grounds of the war balloon factory, a site has already been selected.

LARGELY EXPERIMENTAL.

As the corps is an entirely new departure its constitution in the first stage will be largely experimental, but it is regarded as certain that the two balloon companies of the Royal Engineers and the London Territorial Balloon Company will be incorporated. The officers of the regular units will naturally be found in the army, but the territorial section will invite skilled aeromancers and pilots of both heavier and lighter than air machines, as well as experts in motor machines.

PROGRESS ON FACTORY.

Excellent progress is being made at the Government's airship and balloon factory at Farnborough, with the training of a special corps of military airmen. The idea is that there may shortly be urgent need for a body of men qualified to handle and manipulate a regular air fleet which may be created. With airship work it has been found that a great deal of the risk of injury to a vessel in starting and descending may be obviated by employing a special squad of trained men.

TRAINED BODY OF AIRMEN.

Colonel Capper, who is dealing with the training of this body of airmen, now gives them regular lessons in airmanship, demonstrating his points with one or other of the airships of the factory. After they have become thoroughly proficient in assisting at the departure and return of the airships, some of the pupils are selected to make short aerial trips, in order to familiarize themselves with steering, observation work and the care of the ship's engine while they are running.

HANDLING IN WINDS.

Particular attention is being paid to the necessity of learning to handle the airships in gusty winds, practical tests being made to note the number of men required at the ropes, and the best positions in which to hold the vessel, having regard to the direction of the wind. By this system of training, should several more airships be added to the department, the crews will be ready for them without any delay. The airmen are mainly chosen from the engineering corps.

WAR ENDURANCE FOR FLEET.

British Vessels During Manoeuvres Must Not Enter Port.

The war endurance of the English fleet is to be put to a severe test during the forthcoming naval manoeuvres. Efforts are to be made to keep all the ships engaged with the exception of torpedo craft and submarines, continuously at sea during the four weeks the manoeuvres last. No ship is to enter port save under very exceptional circumstances. Communication with the shore will only be made by wireless telegraphy and by a regular service of scouts and despatch vessels. The problem will not perhaps be as great as appears at first sight.

Every ship of any size in the navy is supposed always to carry food and general stores enough to last six weeks. It was known, too, that when Sir Arthur Wilson went to the Admiralty there would be less consideration than ever given to the luxurious life, and more than ever before to stern and Spartan preparation for war. The coaling difficulty will not be serious. Every armoured ship can carry from 2,000 to 2,700 tons of coal, and at an ordinary cruising speed of ten knots this is sufficient to carry them from 7,000 to 9,000 miles.

For the shorter radius this allows for 700 hours' steaming, and if the ship is under way for, say, sixteen hours a day on an average, the full supply of coal would last more than forty days. Smaller craft, such as destroyers, will need to have their bunkers replenished if they are to remain at sea for anything like four weeks, and they carry only from 60 to 150 tons of fuel. The Admiralty, no doubt, will charter colliers for this purpose, but the navy has its own vessels for conveying oil fuel.

And many a man has been roped in with a matrimonial tie.

It's easier to make an enemy than it is to shake him.

MIGA AXLE GREASE

Is the turning-point to economy in wear and tear of wagons. Try a box. Every dealer everywhere. The Imperial Oil Co., Ltd.

WEDDING SUPERSTITIONS.

Why Ring is Placed on Fourth Finger of Left Hand.

Through popular superstitions may lack reason or reasonable explanation, they must have an origin, and this has formed the basis of quite an interesting book by T. Sharper Knowlson, says the *London Daily Mail*.

The question of the wedding ring, and why it should be placed on the fourth finger of the left hand, he traces back to a writer in the *British Apollo* (1708).

"There is nothing more in this," it is stated, "than that the custom was handed down to the present age from the practice of our ancestors, who found the left hand more convenient for such ornaments than the right in that it is ever less employed for the same reason they chose the fourth finger, which is not only less used than either of the rest, but is more capable of preserving a ring from bruises, having this one quality peculiar to itself, that it cannot be extended but in company with some other finger, whereas the rest may be singly stretched to their full length and straightness."

The old-fashioned notion that a shoe should bring luck at a wedding is another superstition curious to explain.

"It was in the sense of confirming a sale or exchange that the Jews understood the removal and giving of a shoe or sandal. When the kinsman of Boaz consented to waive his claim upon the parcel of land which Naomi would sell in favor of Boaz, he 'drew off his shoe,' for 'this was a testimony in Israel.'"

"In a different sense the removal of a shoe marks the winding up of negotiations among the laws and ordinances given in the book of Deuteronomy, where the widow who is refused marriage by her husband's surviving brother, is directed to 'come unto him in the presence of the elders, and loose his shoe from off his foot,' thus asserting her independence and heaping upon him the blame for failure to comply with the law."

"When the Emperor Vladimir proposed marriage to the daughter of Reginald she refused him with the words: 'I will not take off my shoe to the son of a slave.'"

"In Anglo-Saxon marriages the bride's father delivered her shoe to the bridegroom, who touched her on the head with it in token of his authority."

LOCKJAW CAN BE CURED.

But It Takes Quick Work and Plenty of the Anti-Poison.

The popular belief that a wound from treading on a rusty nail is very likely to cause tetanus is quite correct. This is not because it is a nail or is rusty, but because by lying on the ground it has become infected with the germs of lockjaw. Moreover, as the punctured wound caused by the nail bleeds but little and this blood dries up, it excludes the air, the most favorable conditions for the development of tetanus exist, for, as Kitasato, the Japanese bacteriologist, proved, the absence of oxygen is most favorable to the growth of this germ.

The germ itself looks very much like a tack, according to a writer

in *Harper's Monthly*; it is so virulent that its toxin in doses of 1-200,000 of a teaspoonful will kill a mouse. It has been found by experiment that the poison is carried up to the spinal cord not by the absorbents or the blood vessels, as are other poisons, but through the motor nerves.

Fortunately an anti-poison or antidote has been developed, but so prompt is the action of the poison that in an animal two minutes after the injection of a fatal dose of the poison twice as much of the remedy is required as if it had been administered with the poison; after eight minutes ten times the amount and after ninety minutes forty times the original amount is necessary. This antitoxin is entirely harmless.

As a result of antiseptic methods lockjaw is now almost unknown except after neglected wounds, instead of being frequent as it formerly was. When it is feared the antitoxin is used as a preventive and when it has developed as a cure. In animals for naturally horses suffer enormously more frequently than man, the same antitoxin is used. In 183 horses that had operations performed on them, but were protected by the antitoxin, not one developed tetanus, whereas of eight cases unprotected by the antitoxin five developed tetanus.

CHEAP MILK REFRIGERATOR.

How It is Made From a Wooden Box and a Tin Pail.

If milk is not kept cold it is a dangerous food for babies, for every minute that it is much above the temperature of ice the germs of disease increase in it at an alarming rate. Very many babies die of summer complaint merely because their milk has been allowed to stand for hours in a warm room.

Many are unable to buy enough ice in summer to preserve milk in ordinary refrigerators for twenty-four hours. Most mothers, however, buy a five-cent cake every morning and by following the suggestion of Dr. Alfred F. Hess can make at home at small cost an excellent milk refrigerator that requires only a very little ice.

"Obtain a box from the grocer, any wooden box a foot in depth will answer the purpose. Buy a tin pail with a cover, one deep enough to hold a quart bottle of milk and a slightly larger pail without a cover. Place one inside the other and stand them in the centre of the box. Now pack sawdust or excelsior beneath and all about them to keep the heat from getting in; complete the refrigerator by nailing about fifty layers of newspaper to the under surface of the box cover."

"The refrigerator is now ready for use. In the morning as soon as the milk is received it should be placed in the pail and five cents worth of ice should be cracked and placed about the milk bottle. The cover should be replaced on the can and the lid on the wooden box. Every morning the melted ice should be poured off."

Nothing short of hard cash will make an impression on a heart of stone.

A woman isn't necessarily wise because she can fool a fool man.

The trouble with some men is they have too many fool friends.

MAPLEINE

Canadian Appreciation

Langham Hotel, London.

Gentlemen,—I wish to express my appreciation of the 39 h.p. Daimler which you have delivered to me. Before shipping the car to Canada I made a three weeks' trial of it, covering some 1,200 miles. The car ran perfectly, and I never had the slightest trouble of any kind, and I think it quite lives up to the many claims you make for it. The silence, smoothness of running, and power of acceleration on hills is really remarkable.

My petrol consumption was 16 miles to the gallon, including a great deal of driving in traffic. The tyres show no appreciable signs of wear, and I think it will prove light on tyres.

I am really delighted with the car.—Yours sincerely,

(Signed) C. A. BOONE, of Toronto, Canada.

Daimler

"The Most Successful Car of the Year 1909"

The Daimler Motor Co., (1904) Limited, COVENTRY, ENGLAND.