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EDITORIAL.

Life without industry is guilt, and industry without art, without education and without morality is brutality.—N. Dwight Hillis.

A clearing-up time should precede the winter's setting in on every farm—except those where everything is always kept in order.

And now the hickory supply is nearing exhaustion. Hark, O ye who have hardwood lots to preserve or suitable land to plant! The harvest of the woods is becoming increasingly valuable.

That was a fine point made by Principal Radcliffe, of the London Normal School, before the Education Commission, when he said that one of the most valuable aspects of their work to the nation was the training their women students received in child nurture and domestic science. Very often, in tracing up the genesis of some particularly good Normal student, he discovered that the mother had been a teacher.

The foretaste of winter which the end of October brought us furnished subject for some very beautiful photographs, but did no good to unpicked fruit. The Spies that were still hanging in one of our orchards were touched, and some of them greatly injured with frost. A peculiarity was that the apples on the lower limbs were much more badly injured than those in the tops of the trees, even on the north side of the orchard, where they are most exposed.

Will the flying machine alleviate the abuse of highways by motorists? Glen H. Curtis, in a recent magazine article, says the sensations of flight are such that the sport will find a very large following. "Devotees of automobiling will undoubtedly turn their attention to aviation, and aeroplane races will prove of far greater interest than any other form of competition." If the aeroplane inventors succeed in sending speed maniacs "kiting," they will have conferred a great boon upon the sane users of our public roads.

How would you like it if after a day's plowing, ditching or stumping in the raw November wind, the goodwife should set before you a meal of lettuce and celery without a bite of bread or meat? Yet that would about correspond to the frostbitten short grass on which not a few cows are compelled to subsist while daily exposed to bleak winds and cold autumn rains. Is it humane? Does it pay? Is it good for the cows or the pastures? Think over it a minute. Stable the cattle, feed them some heat-producing food, and give them a good start towards winter thrift.

One thing is certain: If it costs 90 cents per hundredweight to produce milk, as one or two of the most minute estimators in our recent essay competition figured out, the average cheese-factory patron this past season has been working for poor pay. We very much fear that, with the average dairyman such has been the case, and to him the cheese business has been a losing game. The question is whether the cost cannot be reduced by use of corn silage and alfalfa hay in winter, silage and soiling crops in summer, better feeding of better cows, and that close attention to individuality and to details that is stimulated by daily milk records. In the extra lies the profit.

The Casein Proposition.

The very natural and proper demand of cheese-factory patrons for maximum return per hundredweight of milk ever and anon leads factory proprietors to snatch at new methods of increasing the cash proceeds, even when, in doing so, they sacrifice more in feeding value of the by-product than they secure in net returns from the new practice. Such, for example, is the manufacture of whey butter, which, in many factories, yields less in cash to the patrons than the butter-fat would have been worth to them in their whey, if the O. A. C. experiments in feeding skimmed and unskimmed whey are to be taken as a criterion. The trouble is, many patrons do not fully appreciate the feeding value of dairy by-products, although the experience of careful farmers supports the lesson of experimental data that good sweet skim milk is worth for feeding not less than 25 cents per cwt., and may often be used moderately in such a way as to make it worth fifty to a hundred per cent. more.

One of the latest baits that has been thrown out to our cheese-factory patrons is the manufacture of dried casein, a proposition which, we learn, has come to be regarded with disfavor by American dairymen, so that one or two of the casein companies have been looking to Canada as a source of supply. Casein is a by-product of skim milk, and can be economically manufactured only at a milk-gathering creamery or skimming station. As nearly all the creameries in Canada, or, in Ontario, at all events, are cream-gathering, the casein people have sought to interest cheese factories, converting these into creameries or skimming stations, as the case might be. In some instances the plants have been purchased; in others, arrangements have been made with the proprietors to put in a skimming plant, and make casein from the skim milk, the cream being either made up at home or shipped to a centralized creamery.

As to the by-product, after casein is extracted, this is much the same as ordinary unpasteurized whey, minus practically all residue of fat which always exists in pasteurized cheddar-cheese whey, adding considerably to its feeding value, according to the Guelph experiments cited above. As a rule, we believe, the agents of the company have conveniently forgotten to mention this difference.

Some illuminating figures from the Kerwood Creamery, which commenced making casein on August 8th from the skim milk of such patrons as would sell it at 15 cents per hundredweight of whole milk—equivalent to about 15 cents for 90 pounds of skim milk—have been received by "The Farmer's Advocate." Mr. Waddell, the Creameryman, informs us that, while under his conditions he can afford to pay 15 cents per 90 pounds of skim milk for casein manufacture, he does not think that an ordinary cheese factory, converted into a creamery or skimming station, could afford to pay this much. Indeed, one such plant we heard of pays only 8 cents per cwt. of skim milk. Even at 15 cents per 90 pounds of skim milk, with the casein whey returned, Mr. Waddell's patrons at this season of the year are dropping out of the casein business, until now not over 25 of them are selling their milk for casein-making, as against about 40 at the start. And Mr. Waddell concedes the wisdom of those patrons who insist upon having their skim milk back to feed. Casein is a nitrogenous substance, containing not only valuable nutritive qualities, but a very important element of soil fertility. The strong cry for the creamery industry in the past has been, "Get skim milk back to raise calves." The scarcity of good dairy cows speaks loudly of the need for more well-raised calves

right now. Then, why sacrifice the skim milk with which it can be successfully and economically accomplished?

The Rain-water Supply.

The rain-water supply for domestic purposes on the farm usually receives but scant attention. Coming off barns, because of threshing dust, it is nearly always very impure, and soon becomes foul, as Mr. Vanderleck, of Macdonald College, points out in his article elsewhere, even off well-shingled houses. He describes a plan for purifying rain water, which can be constructed at moderate outlay. It has been found that slate or galvanized metal roofing gives a decidedly cleaner supply of water to start with than can be obtained off a roof covered with wood shingles. Even a heavy dew will start water running on some of these new metal roofs.

Cistern water may also become badly contaminated by dirt falling in through defective wooden covers. A properly constructed conical cement top, extending down far enough so as to exclude rats, toads, frogs, or other pests, is advisable for all wells and cisterns. Anyone can adopt these simple measures, thus greatly improving the sanitary condition of the domestic water supply.

Automobiles for Farmers.

The automobile has been very generally considered to be simply the pleasure-car of the rich, the speed instrument of the daring, and the death-trap of the less-wise ones, as well as many hapless pedestrians. But, while in its experimental stages the use of the auto was largely thus confined, as progress was made in its manufacture, so that uniformly standard and efficient cars were placed on the market at moderate prices, the practicability of this machine began to appeal to the merchant, business and agricultural classes. The automobile is lucidly set forth by the Saturday Evening Post of the last week of October as an implement with a permanent place on most farms, and its adaptation in practice tellingly told. To-day, eighty-five thousand automobiles, practically one-fourth the total output, are owned and used on farms. Two-thirds the machines in Kansas, and half those in Nebraska belong to farmers; one out of every thirty-two farmers in the State of Iowa own a machine. From January to June of this year, farmers in six of the Middle West States spent more than twenty million dollars for autos, and paid cash.

The motor car makes agricultural life more attractive, destroys the isolation of farm life, brings the farm and the town together, shortens the distance to the market, and is working out a social, industrial and educational revolution. Thus has it become of the greatest practical value in farm life. In 1907, less than two-sevenths of the output of autos went to the country; now, the bulk of moderate-priced cars are bought by farmers. Business men and farmers are the mainstay of the automobile business.

On a 5,000-acre farm in Kansas, plowing is done by a gasoline tractor; every afternoon a runabout takes a lunch out to the men working in the fields, and brings them in at night. The same car takes the cream and butter twelve miles to town in half an hour before breakfast, and is back to do a day's work on the farm. Four riding horses used to be kept by the foreman to go over the place; now, one runabout does the work and a great deal more. For the man with several small farms, scattered in location, the auto is still more indispensable.

It was noticed in Kansas that farmers with automobiles not only succeeded in getting the