

Experience With Feeding Hogs and Calves.

EDITOR "THE FARMER'S ADVOCATE":

I wish to sum up, in a few words, the results I obtained from experiments I have conducted during the past months.

The first was carried out on a bunch of 22 hogs. My object was to arrive at the cost of producing pork, and to see if the farmer could buy hogs and feed and market them at a profit. When they were seven weeks old I valued them at \$44. During the first 4 months they consumed 1,800 lbs. of oat chop, valued at \$27, and 2,800 lbs. of shorts, valued at \$40. After this period of 4 months they were finished on 26½ bushels of rye at 67½ cents per bushel, valued at \$18, and 46 bushels of buckwheat at 55 cents per bushel, equals \$25.30. Corn on the ear at \$5. We charged them \$24 for skim-milk, and \$22 for pasture. Total cost \$205.30. When the pigs were 6 months old they weighed 4,060 lbs. and were sold for \$8.32 per hundred lbs., bringing \$337.80, or a profit of \$132.50 on 22 hogs.

I am feeding two calves in view of seeing which makes the greatest gain for the least money. One is pail fed, while the other is allowed to run with its dam. Both calves were dropped in April. The pail-fed calf is kept in the stable, and the other runs with the cow. The pail-fed calf consumes about 8 to 10 quarts of skim-milk daily, 2 handfuls of rolled oats three times per day, with about 2 table-spoonfuls of molasses. It has also cleaned up a pail of calf meal valued at \$1, and all the clover hay, water and salt that it wants. The other calf receives from the dam about same quantity of milk. Both cows' milk tests about 5.5 per cent. When the calves were 3 months old the pail-fed calf weighed 176 lbs. and the other 287 lbs.

Let me tell you a little of my experience with lime in connection with agriculture. This spring I put lime on a small plot of clover at the rate of 300 lbs. per acre. The clover yielded one-half heavier on that plot than on any other piece of land the same size in the field. The same held true with a plot of oats I tried it on. They are superior to any oats we have on the farm, being darker in color, longer in the straw and heavier every way you take them. It is not necessary to spread lime evenly all over the surface of the land in order to have all the soil affected for the soil seems to be affected

five to six feet back from the plot line. Therefore, in putting lime on the land I think the best method would be to spread it off the wagon in the spring, and then it would be worked into the soil with the machinery used in the spring work.
Simcoe Co., Ont. IRWIN S. McMAHON.

Profitable Sidelines.

EDITOR "THE FARMER'S ADVOCATE":

To make sidelines profitable on the farm there are several factors which must receive consideration. Most sidelines demand exacting attention, proper type of soil, time, labor, favorable seasons and proximity to good markets.

Sidelines may be considered as a means of turning spare and waste time on the farm, due usually to a lack of careful planning, into dollars and cents. They should be the subject of care in selection, for they should not interfere with the regular routine of farm work any more than is necessary, nor yet clash with one another.

Following this principle we selected as sidelines strawberries, raspberries, early potatoes, beans and bees. The harvesting of the products of these occurs in the order named. To the beginning of this list might be added asparagus, as it comes in season very early and commands high prices. No figures can be given for the potatoes, as the crop was largely a failure owing to the ravages of late blight. The yield of strawberries is a conservative estimate, as the first crop is now being harvested. With the exception of potatoes the stock of each has been increased this year.

Strawberries.

Rent of ¼ acre of land at \$3.....	.75
2,000 plants at \$3.50.....	7.00
Express on same.....	.75
Hoing 50 hours at 20 cents.....	10.00
Cultivating.....	1.00
Weeding 10 hours at 20 cents.....	2.00
Boxes and crates.....	5.50
Picking 900 boxes (estimated) at 1 cent..	9.00
Total.....	\$36.00
Income, 900 boxes at 11 cents.....	\$99.00
Profit.....	\$63.00

Raspberries.

Rent of ½ acre of land at \$3.....	\$ 1.50
650 plants.....	11.50
Pruning 20 hours at 20 cents.....	4.00
Plowing.....	3.00
Cultivating.....	1.20
Hoing.....	4.00
Boxes and crates.....	6.00
Picking 950 boxes at 2 cents.....	19.00

Total.....	\$50.20
Income, 950 boxes at 12 cents.....	\$114.00
Plants.....	2.75
Profit.....	\$116.75

Beans.

Rent of ¼ acre at \$3.....	.38
Seed.....	.40
Plowing, cultivating, harvesting, threshing.....	4.00
Total.....	\$ 4.78
Income, 45 bushels at \$3.60.....	\$16.20
Profit.....	\$11.42

Bees.

Interest on investment.....	\$ 6.00
Supplies, frames, supers, cans, foundation, etc.....	16.95
Labor.....	25.00
Total.....	\$47.95
Income, wax.....	\$ 6.25
Honey, 600 lbs. at 12 cents.....	72.00
Total.....	\$78.25
Profit.....	\$30.30

The season of 1915 being unfavorable from the standpoint of the beekeeper, accounts for the small amount of honey made.

The reader is privileged to draw his own conclusions from the figures quoted above, but to the writer one fact stands out prominently, viz., intensive farming yields greater returns for labor expended than does general or mixed farming, provided the conditions previously mentioned are complied with.
Peterborough Co. A. T. BROWN.

Automobiles, Farm Machinery and Farm Motors.

Care of the Tires.

In very hot, as well as in extremely cold weather, the radiator should be given constant attention. Heavy trips on the road during these warm, humid days frequently boil the water used for the cooling of the engine. Never start away on a trip unless you are positive that the radiator is filled to the top of the overflow pipe, and if there is the slightest hissing sound allow the engine to rest. Many people do not take this latter precaution, but those who are wise enough to practice it, save the motor to no inconsiderable extent. Should it be necessary, however, to force the car along until the water is steaming, you should make sure to seek the first chance for a stop and after removing the radiator cap, allow the steam to escape. Do not immediately pour in cold water as the reaction is not good for any kind of metal. Your best policy will be to clean the radiator by running the water off through the drain cock. After the engine is cooled, you can introduce a new supply. If, however, it is imperative that you should rush upon your way, refill the radiator with warm water. The cylinder jackets can always be drained by removing the pipe plugs in the bottom. No bad disaster can occur from using soiled or dirty water, but those who have the best interests of their motor at heart, will use clean, soft water on every possible occasion. About once or twice a year it is well to run a saturated solution of common soda through the radiator. Such a compound will remove all scale and sediment. After this operation, rinse out the radiator carefully with clean water before filling it again for a trip.

Summertime brings a certain amount of annoyance through tire troubles. Of course you will realize that punctures cannot be prevented. Sooner or later you will have one, and it is just possible that it may occur at a point on the road where the sun is blazing overtime and the dust flying in clouds. With such a puncture in mind, you will welcome a suggestion or two regarding tire maintenance. You will lessen the liability of accidents by keeping plenty of air in your tubes. A tire that is not heavily inflated is more likely to attack a sharp object than a casing which is perfectly round under top load. Never go on a trip without carrying a reliable air-pressure gauge and do not fail to make constant use of it. You may kick or rock or examine the point of contact in connection with tires, but this system will not give an accurate idea of the pounds of air contained therein. The gauge is the one method to pursue. Whenever a cut or bruise appears on a tire, do not console yourself with the idea that this point will never strike a sharp object. Fill the hollow or abrasion with cement and thus prevent sand, grit and dirt from enlarging the blemish. If you discover a large cut, rush the tire to a vulcanizing plant and have

it attended to without delay. A "sand boil" is easily recognizable as a lump caused by dirt or sand forcing its way between the rubber tread and fabric. Puncture this swelling immediately, cut away all portions of the tread that indicate wear, wash the hole with gasoline, and vulcanize at the earliest possible moment. It is well in avoiding tire troubles to know that wheels out of alignment cause tremendous friction on tire treads. The back wheels seldom run out of true but the front wheels are subject to it. Do not fail to check the latter up frequently or otherwise you may find your front casings going bad before their time. If during the holidays you decide to lay up your car, do not fail to remove the tires. They should also be washed with soap and water, and later on wrapped in strips of paper or cloth. A dark, cool place is proper storage

figure that by reversing the positions you can prolong the lives of your carriers. It is also well to change the front and rear tires as the last named carry more than half the weight of the car, and consequently do the bulk of the hard driving. Nowadays practically every machine has an extra tire for emergency cases. In carrying this fifth casing and tube remember that sunlight has an injurious effect on rubber and that the purchase of a cover will amply repay you for the small expense incurred.
AUTO.

United States Road Policy.

Co-operation between the U. S. Federal Government and the States in the building of highways has been approved by Congress. In the next five years \$150,000,000 will be expended on a half-and-half plan upon main roads selected by the Highway Commissions of the forty-eight States and subject to the approval of the Secretary of Agriculture. The co-operative plan became effective when the President attached his signature to the bill which resulted from the merging of the two bills passed by the Senate and the House respectively. In greater degree the Senate measure found approval, for it directed more explicitly the expenditure of the money and required the maintenance of the roads after construction by imposing a discontinuance of further funds for neglect in this matter. Under the provisions of the measure New York State will receive \$3,877,500. The Federal distribution is on the



Wheat on a Sussex, England, Field.

Note that it is bound by hand. It was cut with a sickle. This is on the farm of J. Dengate also.

for rubber of any kind. Sunlight is deleterious. Under all circumstances see that the inside of your casings are covered with soapstone or talc as this preparation reduces to a minimum, the friction that is bound to occur between the tube and its cover. Expert motorists who secure large mileage from their tires, give a great deal of credit for the good results achieved, by the attention paid to shifting the casings from time to time. It is a well established fact that tires on the right side of a car receive harder work and tougher usage than those on the left side. Hence it is a simple matter to

basis of area, population, and rural delivery and stage routes. Added to the \$75,000,000 appropriated from the Federal Treasury by the measure will be a like amount from the several States. The first year appropriation is \$5,000,000, with a yearly increase of the same amount during the five-year period. A supplement which survived the report of the conferees gives an additional \$10,000,000 to be expended at the rate of \$1,000,000 a year, on roads within or adjacent to Federal forest reserves, the money to be repaid ultimately out of the sale of timber and from other sources of revenue. The