Weaning the Lambs.

When lambs are four months old, they will, as a rule, do better weaned than running with the ewes, if a fresh clover pasture is provided for them. This is generally available very soon after the hay crop has been gathered. Fresh, clean water should also be provided for the lambs, and salt, either kept in a covered box, where they may take it at will, or a little dropped in bunches on the grass, near the water or feed troughs, once or twice a week. Ordinarily, on good fresh grass, the lambs will do very well without additional feeding, but if they are intended for show or selling early for breeding, they will be better for a feed of oats or oats and bran once or twice a day, fed in troughs in the field. For show lambs, the addition of a little ground oil cake will help to improve their condition.

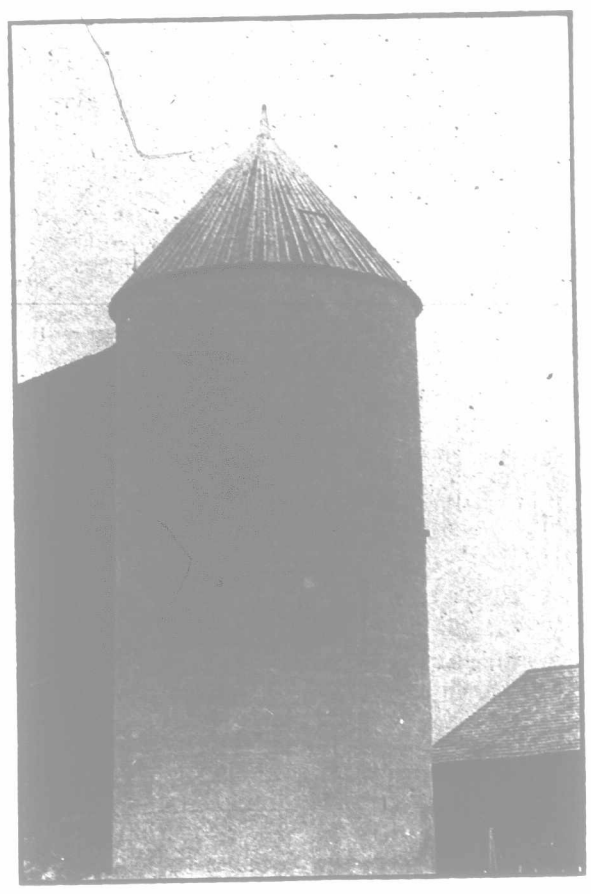
When the lambs are weaned, the shears should be used to shorten the wool on the ends of their docked tails, and to clip off any tags of dirt which may be present. Later, they will do well on a stubble field where a new seeding of clover has grown well, or, if a piece of rape has been sown, the lambs will do remarkably well on this after becoming used to it. They should not be put upon this at first when it is wet from rain or dew, but in the afternoons on fine days, and they will be better at first for the run of a grass pasture, as well, though, when used to the rape, they will thrive satisfactorily confined on this alone, and will fatten faster on rape late in the fall than on any other pasture, even when the rape has been repeatedly frozen, and, indeed, when partially covered with snow. When the lambs are being weaned, the ewes should be kept in a field as far distant from them as can be arranged, and should be kept on short or dry pasture for a few days in order to dry up the milk. If any udders are noticed very full, they should be relieved by hand milking two or three times, at intervals of a couple of days, to avoid injury. For security from attacks by dogs, it is well to have a small cow-bell or two on members of each branch of the flock.

THE FARM.

Two Middlesex Silo Roofs.

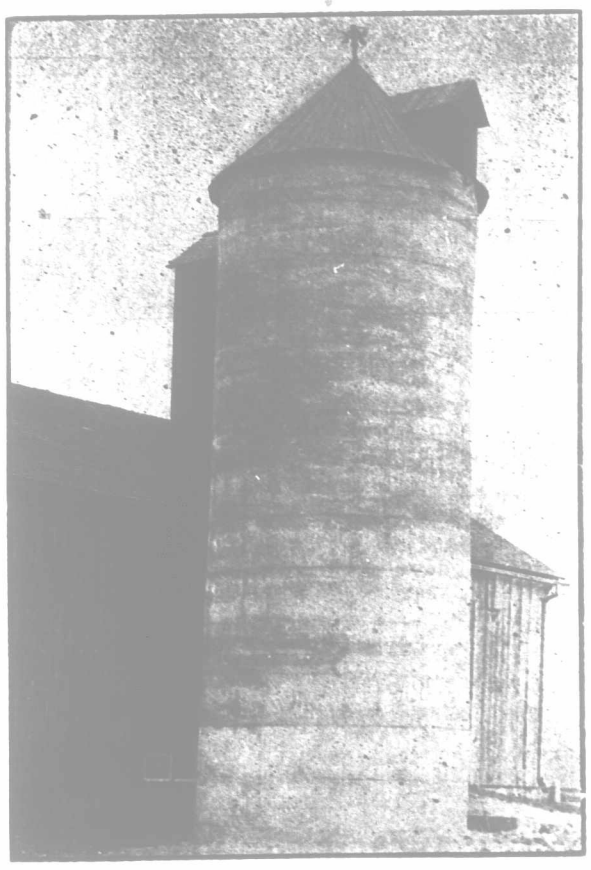
Experience has shown that the silo is very much improved by being roofed. It strengthens and makes more secure structures made out of wooden staves, adds to the appearance of every kind of silo, and, by keeping out rain, snow and frost, preserves the silage in more palatable condition. Those who have tried silos without and with roofing, concur that the extra investment is profitable. "The Farmer's Advocate" camera recently caught two styles of silo roofs in use in Middlesex County (East), Ont., one on the farm of Chas. Shiels, and the other on that of A. W. Venning. Both silos are built of cement-concrete, that of Mr. Shiels being 32½ feet high, and 14 feet in diameter inside. On top of the wall, a wooden circle of inch lumber, on which the foot of the scantling rafters rest, is held in place by iron bolts that extend down into the top of the wall, and are attached to the uppermost reinforcing rod, which makes a very secure job, as the bolts are threaded, and nuts were put on, holding the circle down tight. As will be seen by the illustration, the roof boards are battened, and instead of a gothic window, through which to receive the cut corn at filling time, a hinged door, 2 x 4 ft., is placed in the roof. On the opposite side is a similar one, for getting out when the silo is full. A small metal cone covers the peak of the roof, which, as will be seen, is simple in construction.

The roof on Mr. Venning's silo is not expensive, but is strong, and should be quite durable, if kept painted. The plate, which was fitted and bolted to the top of the silo before the concrete had set, was made of inch lumber, doubled. The silo being 12 feet in diameter inside, allowing for the wall and projection of roof, 10-foot lumber was sufficient to give it half-pitch. Four rafters were cut the right level to be toe-nailed to the plate, and centered on a post or whatever kind of ornament may be fancied on the top. In this case it is an old church-spire. Four false rafters were then fitted in between the main rafters. Eight short girts were fitted and spiked between the rafters, half the distance up the roof; these girts were slightly circled. It required 28 boards 10 feet long and 10 inches wide, ripped diagonally, making 56 pieces 10 inches wide at one end to build the roof and gothic for the window. Nine boards of the same dimensions were required to be sawed into battens 3 inches wide by ½ inch thick. These triangular boards were nailed to the plate at the bottom, the girt in the center and the post at the top, covering each crack with a batten, completing the work, with the exception of a space two feet wide, over which the gothic is built, the posts of which are three feet high, thus leaving room for a window 2 x 3 feet, to be hinged on the inside. No scaffolding is required to build this roof except one plank 16 feet long, and two boards 12 feet long. The plank lies on top of the silo with the end projecting where the gothic is to be built, thus making a platform for a man to stand on, to build the gothic and finish the job, complete, without having to climb on the roof. The total cost, allowing nothing for the owner's time, which was only a day, and the plate on the silo, which was not very expensive, as it was sawed out of short boards that were not valuable for any other purpose, was as follows:



Chas. Shiels' Silo Roof.

37 boards 10 ft. long, 10 in. wide; 8 scantling 10 ft. long, 2 x 4, for rafters; 2 scantling, 12 ft. long, 2 x 6, for girts; a few feet of dressed lumber for finishing the gothic—making a total of 400 ft. of lumber, at $28 per M	$11.20
Dressing and sawing boards	.50
Paint	1.20
Spikes and nails	.50
Assistance of one man for less than a day	1.75
Total	$15.15



A. W. Venning's Silo Roof.

A good feature of this silo is the rear passage, lighted with a couple of windows.

The Minnesota Farmers' Institute recommends spreading manure on sod fields that are to be plowed next year, and it would get the manure out of the barnyard as soon after it is made as possible, so that the soil may have the benefit of its entire value. Careful experiments have convinced the Institute workers that about half of the value of manure is lost by leaching if left in the yard over summer.

Wagon Tires and Good Roads.

We read and hear a good deal lately about the action of the Government in helping to make good roads. There can be no doubt about the fact that the plan is a good one. To make good roads, some plan which keeps in view the following, must be observed:

1. Take the water off.
2. Make a solid foundation.
3. Put metal on top in such a shape that it will stay (wetting and packing with a heavy roller is perhaps the most practical method of making it stay).

But alas! and alack! the great majority of people consider that the whole work is done then, and it is only when they see water-holes growing into mud-holes in their good road that the fact becomes clear that the road must be kept up. Nine out of ten of the roadmasters repair the damage by putting a load of gravel or stone in the hole, and thus create a situation which will speedily make two mud-holes, one at each end of the load. In this way the good road is soon in ruins. Then they plow the sides and scrape the earth into a big heap on top of the gravel, and, after having an almost impassable road for some time, they begin all over again. Being convinced that the plan is wrong, they go back to the old system of statute labor, and year after year patch and sandpaper the roads, producing the only possible result, continuous patching and expense, and never a good road. And it must be borne in mind that in many places there is not the material to be used in the statute-labor system.

And yet, when the good road was made in the first place, very little cost should need to be added for fifteen or twenty years, even on main roads; and then all that is needed is an additional coat of metal, wet, and rolled again. All that is necessary to keep the road in repair is to keep it from being cut up. How can this be done?

It is easier to answer this question: How is it easies' to cut anything? Ans.—With a sharp instrument. The duller the instrument used, the harder it is to cut anything. If the tires on our wagons were like the disks on a disk harrow, we could soon cut up a road. When people use tires 1½ to 2 inches wide, it takes a little longer, but they manage it all right. If the tires were 4 inches wide, the roads would not be cut at all, and would never have ruts. Anyone who stops to think can prove that, by noticing what he puts into practice on his farm, or what he sees done on his neighbor's farm. In drawing his hay and grain to the barn, he soon makes deep ruts if he uses narrow tires. But where the 4-inch tire is used, the beaten track becomes simply a broad, flat surface, free from any cutting-up. The same thing is seen in drawing out manure. How much less will the wide tire cut in the hard gravel road? But we all see that the narrow tires cut with ease—not on the team, though.

Four summers ago I saw a great deal of crushed stone put on the road. Early in the fall there was a great deal of rain, and there was a good deal of heavy teaming over that road, the loads being chiefly apples, hogs, grain, hay and wood. Among these teamsters was one who used 4-inch tires. His loads were wood—dry maple and beech—and two cords was the average load. He was hauling for a short distance, and made three or four trips a day. With the roads softened some by much rain, the narrow tires each left a slight rut, but along came the 4-inch tires, and once more the wheel-track was flat and level. The teamster referred to was in real good humor when he remarked, "As fast as those fellow leave a mark in the road, I flatten it out again." That stretch of road stayed good till the snow covered it.

A short distance along the same road was another long stretch of crushed stone. The same loads were thus drawn over it, but, unfortunately, the wide tires did not travel that far. The result was that very soon there was cut a slight rut, which held some water. It soon became a deep rut, and before the snow came the road was a mere wreck of its former self. Total case in a nutshell:

1. Same preparation for both roads.
2. Same loads on both roads.
3. Where wide tires rolled the road it was saved, but elsewhere the road was ruined.

If one wagon thus equipped could prove so beneficial to a road, it can easily be seen how little wear there would be on any road where all the wagons were set on four-inch wheels. Against this, it is argued that the wide tires catch all the loose stones, and make the travelling very rough. But it is only where the narrow tires are used that the gravel is cut into and the stones turned up. The wide ones do not dig stones up; they roll them down. On a new road the wide tires roll the loose stones into a solid pavement, and there they are not doing any mischief, such as jarring vehicles, spraining horses' joints, not to mention the interruption of human temper. The spirit which rides above the wide tires "keeps the even tenor of its way" as long as there are no stumbling-blocks thrown up by the narrow tires. Even in dry weather the narrow tires grind up the gravel, to be blown away as dust, and thus the