of calves to meet the demand are born in the country, but nearly a third of what is produced are slaughtered within a week of birth. The causes which contribute towards this extraordinary stage of matters make far too big a subject to be dealt with here, but, put shortly, it is entirely due to the demand for milk. That is the one broad, comprehensive reason, and by far the most weighty of the particular reasons therein included is the fact that except for breeding pure stock, the calves produced by the recognized milk breeds are not worth keeping alive, being next to valueless in the store market. The demand for milk must be met."

The article concludes by stating that the Shorthorn cow of the milking kind is the one to meet this demand, and, at the same time, replenish the supply of store cattle. Such cows as composed the class at Toronto look good enough to fill the bill.

Causes of, and Cures for Bloating.

Concluded from Page 1585.

"A careful and observing stockman of Colorado, who has had a large experience with alfalfa bloating, informs me that he prefers a moderately small, sharp butcher knife to either a trocar and cannula or a pocket knife. It gives relief quicker and with no bad effects. Sometimes, if the opening through the skin is small, made by a small knife, a quill or small tube is fastened in to keep the incision open, so the gas can escape. It is usually necessary to keep the incision open for several hours. The only bad result of tapping is that occasionally green food gets outside of the rumen into the abdominal cavity in sufficient quantities to cause inflammation and death; but if the operation is intelligently performed, these bad results are extremely rare—probably not more that one case in one hundred. If the weather is warm, care should be taken that flies do not bother the wound in the skin.

"If the case is not severe enough to warrant tapping, the following remedies will be found useful: A gag made by winding a good-sized rope back of the horns and through the mouth, or a bit, made of a piece of wood the size of a fork handle, can be tied in the animal's mouth. The bit should be smooth to prevent injuring the mouth. Then a small handfull of salt should be thrown well back on the roots of the tongue. This causes the animal to work its tongue, increases the flow of saliva, and thus favors the regurgitation, or gulping up, of the gas. The salt and saliva which are swallowed help to stop the fermentation.

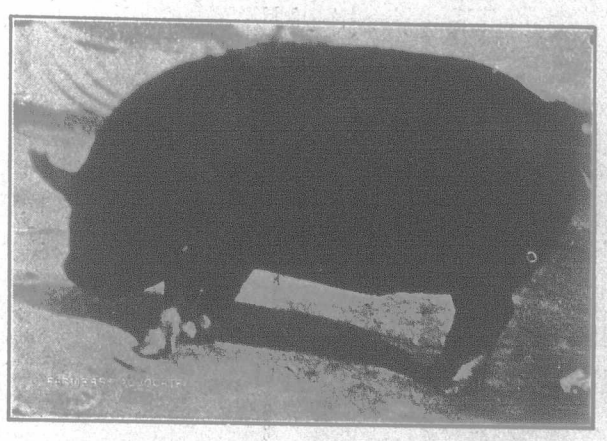
"Blankets wrung out of cold water and wrapped around the abdomen or belly, or cold water dashed on with a bucket, often give relief. Turpentine given as a drench, in milk sufficient that it will not irritate the animal, is good, two ounces of turpentine for adult cattle and one-half ounce for sheep being a dose. Hyposulphite of soda, dissolved in water and given as a drench, is good; one ounce for cattle and two drachms for sheep. This can be repeated every half hour for two or three doses. Aqua ammonia, two ounces for cattle and one-half ounce for sheep, well diluted with water; carbolic acid, cattle 30 drops, sheep 8 to 10 drops, in sufficient water; common soda, in half-ounce doses for cattle and one-half drachm for sheep, can be given. In giving medicine as drenches, they should be well diluted with water or other substances until they will not burn when touched to the tongue. In giving drenches, be careful and not choke the animal. If the animal coughs or struggles violently, stop at once until it recovers somewhat. Give drenches slowly. After the bloating has been relieved, it is a good plan to give a purgative—one pound of Epsom salts and one-half pound of common salt for cattle and for sheep, six ounces Epsom salts and three ounces of common salt dissolved in warm water and given as a drench."

THE FARM.

Divide Cost of Permanent Roads.

Editor "The Farmer's Advocate":

A good road is a desirable asset as well as a money-saving convenience. There are several classes of roads. Some are only for local traffic almost entirely, others are divided equally between local and inter-urban traffic, while others are used more for inter-urban travel than for local use. It is the different phases of this situation we wish to discuss. There is or ought not to be any reason why the first as well as the last class should not have good roads. But there is a difference as to who should pay for it. In the first case it should be divided between the local owners and the municipality and in the other two cases such a system of taxation would be decidedly unjust. It is not fair that London should be taxed for roads in Toronto or vice versa, nor that one county or municipality should be taxed for construction or maintenance for the benefit of the citizens of other municipalities, yet this is exactly what happens when a municipality has to construct and maintain a road that is mostly or partly inter-urban. Take the road from Kingston to Toronto and West; Hamilton, and London, or St. Thomas. Why should not this road be taken over by the Government, and maintained by them with a proper levy on adjacent municipalities? I say adjacent because a town or township not adjoining may be equally or more interested in maintaining this road than an adjoining one. Roads of less inter-urban importance should be built by the county with Government assistance, if it has been found to be

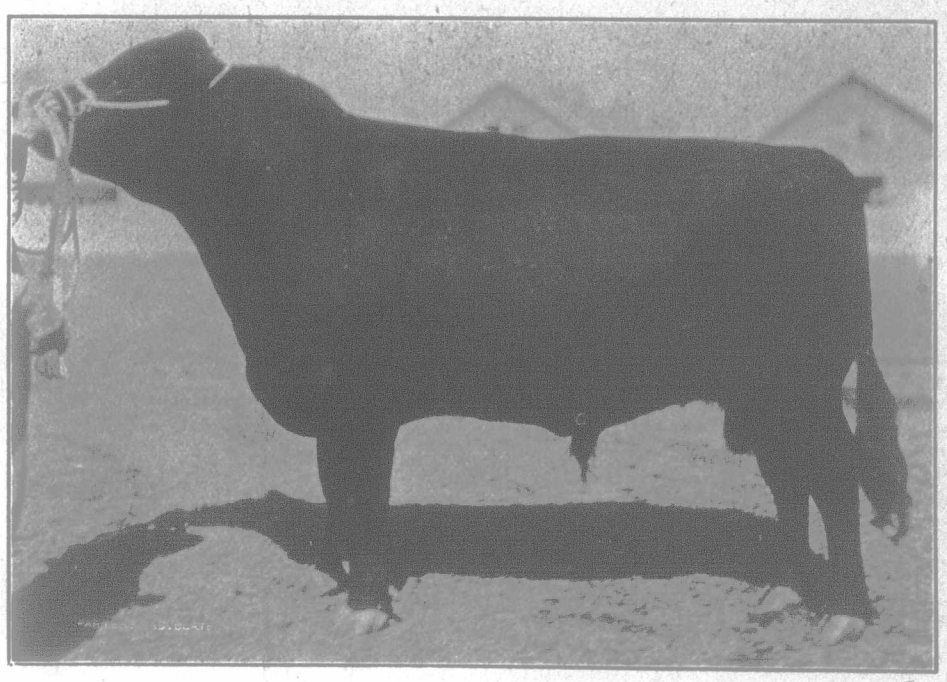


First-prize Berkshire Sow at Toronto.
Owned and exhibited by Sam Dobson & Sons, Norval, Ont..

of value to more than one municipality, while roads of local value only should be built of funds levied locally.

Is the machinery available or what method should we adopt to determine what each municipality or individual should be taxed? For obviously the property adjacent to a good road is made more valuable by the building of a good road so the individual should be taxed according to the amount he profits by such road. Here is where a traffic expert to determine the nature and the origin of travel, and levy an assessment or assessments on each individual, municipality or government, would be useful. He could have powers similar to those of an engineer under the Municipal Drainage Act. Then, too, there could be less objection to having any particular road permanently built, as the part determined by the expert would have to be paid locally under a special assessment of the individual property holders, I believe this would also give people more pride in their fronts as some communities would set an example, while others would be sure to follow. The Government should accord the majority along any road the right to petition to have any road built and present it to the township council for consideration, while the traffic engineer, under instruction from the Council should determine the value of the improvement to each. We see how some farmers lavish money and work on their farms and lawns and houses. Nor would we discourage such efforts, but by keeping the roads, roadsides, fields, and buildings more uniform in appearance we might make the country more attractive.

Oxford Co., Ont. JACOB LEUSZLER.



A Good Type of Angus Bull.
One of Jas. Bowman's Toronto winners.

THE DAIRY.

Some Essentials to Success in Dairying.

Editor "The Farmer's Advocate":

Dairying and profitable dairying are often two very different things. Unfortunately many of us do not realize the difference between these terms until after long and often unprofitable experiences. The first essential to success in dairying is to choose from one of the recognized dairy breeds a cow or a number of cows having the real dairy conformation. The animals should be vigorous and strong in constitution, with great depth and breadth of body. They must show fineness and breeding about the head and neck, as well as the proper development in the mammary systen. Not for a moment should the shape and size of the udder be overlooked. I do not necessarily mean that an udder must be large, but it should have as great a size as possible, provided it milks out well, becoming soft and pliable, free from lumpiness or fleshy quarters when milked dry.

I well remember my first experience at buying a cow. The animal was a beautiful Jersey, well-built and excellent in dairy conformation, except that the forequarters of the udder were pinched and small while the rear quarters were very large, and, as I learned later, very fleshy. The animal gave fine, rich milk on the start, but later on she rapidly fell off in quantity. Her calves, regardless of the desirability of their sire, invariably developed udders having the peculiar deformity of their dam. Originally the cow cost $56.50, but owing to her two serious faults—that she was not persistent in milk-giving, and that she had a deformed udder—I was unable either to sell her at a profit or to derive any gain from her milk flow. Consequently she was sold at a public sale for the small sum of $18.00, and I was not at all sorry to be rid of her. Of course conformation is not the only clue to the animal's usefulness, but nine times out of ten the safest thing is to pay due attention to it.

The most important factor in dairying is to know that the cows are profitable producers. I have known many farmers who were feeding milch cows which did not give enough milk to pay for their rations, and simply because they were not aware that any of their cows were so poor. There is but one way to know—to use a tester and some scales. The milk should be weighed at each milking, and an accurate sample taken with some reliable make of sampler. Then after a regular interval, preferably not less than a week, the composite sample of each day's milk is tested, and the total butter fat for the week is determined. The feed for each cow should be weighed during the week of testing. Thus at the end of the week the owner knows definitely the production of the cow, the cost of her maintenance, and, therefore, his profit. By carrying on this test work during a week of each month, the unprofitable cows can be determined and disposed of accordingly.

A few cows in a dairy herd that fall behind on the balance sheet go a long way toward discouraging a hard-working farmer. And yet it is often the cow that is least suspected that, according to the test, proves to be eating up the profits. The test requires but little time for its operation, and yet probably it pays greater returns than any other device on the dairy farm. A few hours a week devoted to it will readily mark out the poor cows, which may then be disposed of before eating up any more profits.

A feature of profitable dairying is to maintain a herd of pure-bred dairy cattle. The well-bred pedigreed cow requires no more food or no greater care than the scrub cow, granted the two give equal amounts of milk, and yet she will produce offspring that will many times outsell the ordinary good animal which does not have the papers. Good breeding goes a long way toward making a dairy farm profitable.

Milk production is the supreme object of the dairy cow. To secure the fullest pail of the richest milk is the dairyman's aim. To him it