

# QUESTIONS AND ANSWERS. Miscellaneous.

## SPEEDY STROKE.

Driving mare slipped and struck below the knee with her other foot. I lanced and treated it. The soreness and lameness disappeared, but the swelling did not go down. On January 6th, I drove her 20 miles, and when nearly home I noticed that she favored the leg. Next morning it was quite swollen and sore. I applied — black oil without results.

R. J. C. P.

Ans.—This accident is called speedy stroke. Horses that stand with the toes of the front feet turned outwards are very liable to it. In many cases a chronic enlargement, which is very hard to reduce, is the result. If there is fluid in the present enlargement it should be lanced, and the cavity flushed out twice daily until healed, with a 4-per-cent. solution of carbolic acid. If there be no fluid, apply poultices of hot linseed meal until soreness disappears. To reduce the enlargement, rub a little of the following liniment well in once daily, viz.: Four drams each of iodine and iodide of potassium, and 4 ounces each of glycerine and alcohol. Wear a knee and shin boot when driving, in order to prevent a repetition of the injury. It may be that after the enlargement is reduced she will be safe without the boot. If not, you must continue to wear it. V

## CAPACITY OF CISTERN.

I have about 3,800 feet of roof which I purpose eave-troughing so that the water off same would run into a cistern in an open shed, the cistern to be above ground.

1. What size of cistern would you advise for about 25 head of stock?
2. What material would be the most suitable, considering cost and durability?
3. If of cement, what thickness of wall would be best? Should it be plastered inside? Would it be advisable to put any stone in wall?
4. What would be the best way to keep it from freezing in winter, it being in an open shed? What proportion of cement would be best?
5. What size of eave-trough pipe would be best?
6. Is rain water as good, or better, for stock, than spring water?
7. How many quarts are there in a pail, and how many pails in a barrel? How many cubic feet would it take to hold 100 barrels of water?
8. In putting a pipe underground from cistern into stable, would it be right to bring the pipe up through bottom of cistern a few inches and cement it around?

L. M.

Ans.—Perhaps some reader will save time by answering these questions. Without a parallel experience to go by, one would need to make some pretty elaborate calculations.

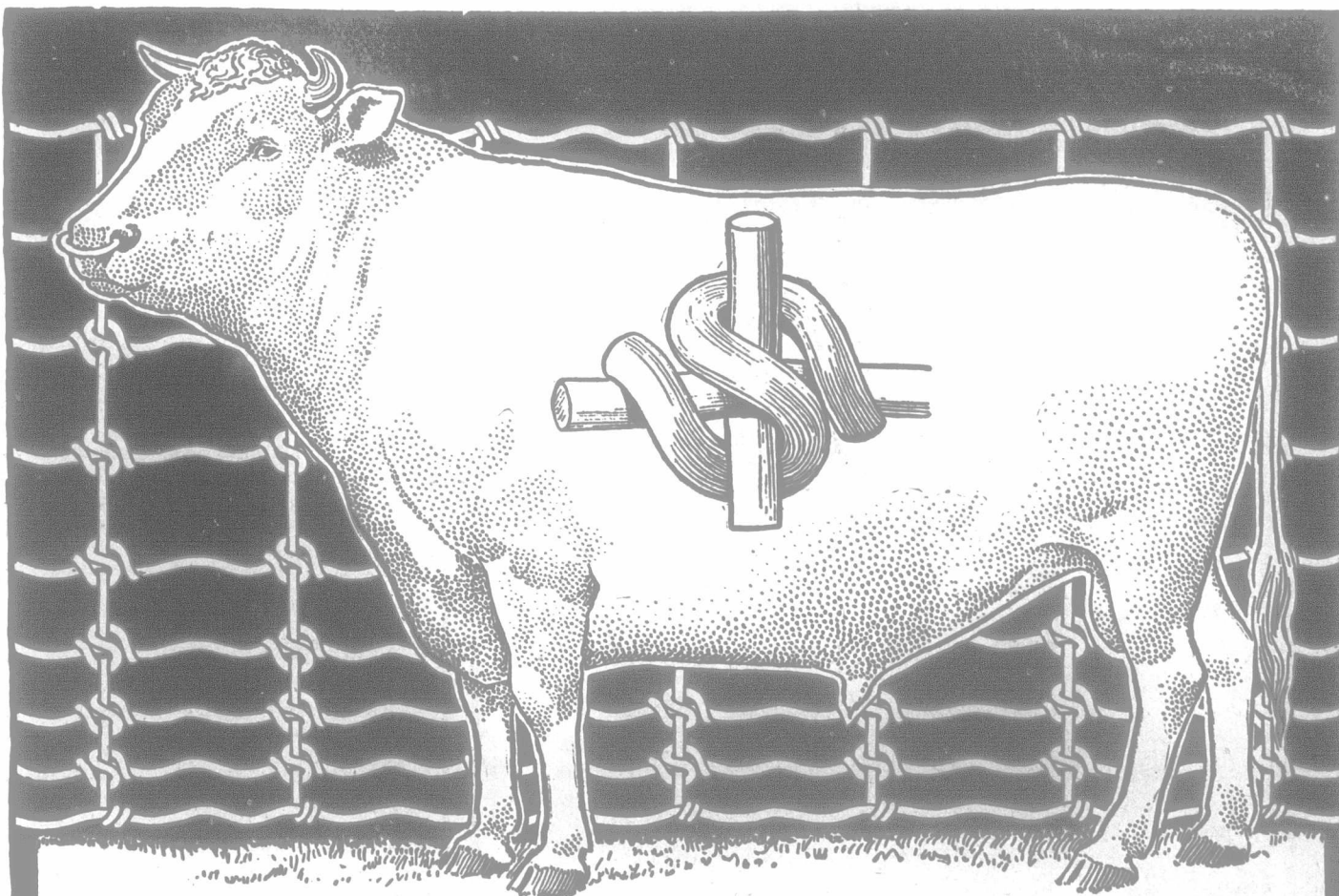
## BALANCED RATION FOR COWS AND STEERS.

I have plenty of timothy, cut oat straw, and about one ton of well-saved alfalfa for each cow. Have also unlimited supply of silage and mangels.

1. What would you advise me to buy to feed with above-mentioned foods—oats, bran and shorts are about 1½c. per pound?
2. Would it pay to feed some flax meal?
3. Please give well-balanced ration for milch cows; also for fatteners.

U. D.

Ans.—As we figure it, you have enough alfalfa hay to feed each cow fifteen or twenty pounds per day, in addition to silage, timothy hay, oat straw, and mangels. Under these circumstances, we would advise selling the timothy, if a convenient market can be found, and feeding the cattle the alfalfa hay, with about thirty pounds of silage; also roots and any straw they may care to eat. This will make a nicely-balanced ration in itself, though it might pay you to add for heavy milkers from two to four pounds a day of a mixture of equal parts by weight, bran, oats, and either oil cake or cotton-seed meal. This would also make a good ration for fattening steers, though we should prefer for these to increase the proportion of cotton-seed slightly, and add two or three pounds of cornmeal. At present prices, it pays to draw in on grain feeding, and alfalfa will help you to do it.



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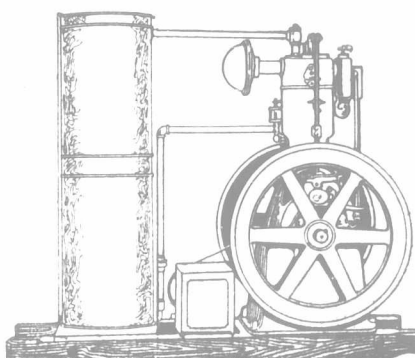
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## TRADE TOPICS.

Attention is called to the advertisement in this paper of the Gould, Sharp-ley & Muir Co., of Brantford, Ont., manufacturers of gasoline engines, wind-mills, grain-grinders, pumps, tanks, etc. If interested, write for their catalogue.

The Heller-Aller Co., of Windsor, Ont., who have been advertising in these columns the Baker Windmill, have recently acquired rights for the sale in Canada of the Alamo Gas and Gasoline Engines. See advertisement in this issue, and write for particulars, mentioning "The Farmer's Advocate."

ACME OF SERVICE.—Taking into consideration the magnificent equipment supplied by the Canadian Pacific, even at full tariff rates, every day is a bargain day for the travelling public. The new compartment cars recently put into service between Toronto and Ottawa, and Toronto and Montreal, on trains leaving North Toronto at 10 p.m. daily, in addition to the electric lighted sleeping cars, also operated on this train, make it second to none on the continent. The compartment cars have a style all their own, being the latest in construction and appointment. They are electric lighted throughout; absolute privacy is assured; individual toilet requisites, etc. "A Premier Train," is the general verdict; some say, a credit to Canada. W. Fulton, C. P. A., 161 Dundas, corner Richmond, London.