

to 9 weeks old. They were divided into three groups, each group containing two hogs of each of six different breeds. One group was fed in pens with small outside yards. From July 4th to August 19th the ration was wheat middlings, from August 19th to Sept. 12th it was equal parts by weight of barley and shorts; and from Sept. 12th to Oct. 24th, it was equal parts by weight of peas, barley and shorts. When the carcasses came out of the salt the condition was very unsatisfactory. Only four out of the twelve were positively firm; one was slightly tender and the remaining seven ranged from decidedly tender to soft. Another group was kept in the same building in exactly similar pens and fed exactly the same ration; but about two pounds of whey were fed with each pound of meal. When these carcasses came out of the salt only one showed any sign of tenderness and the remaining eleven were first-class as regards firmness. Such a striking difference cannot be accounted for on any other basis than that the whey was responsible for the superiority of the second group. The third group was allowed the run of a half-acre lot and fed exactly the same ration as the first group. This group came out of the salt in decidedly better condition than the first group, but not equal to the group which received whey. By far the greater amount of tenderness was found among the lighter and leaner hogs, and since several unthrifty hogs had been purposely put into the third group, the group was placed at a disadvantage. The hogs in the third group, which were heavy and fat enough for Wiltshire bacon, were all firm but one.

Twelve strong, fleshy, store grade hogs, fresh from the stubble, and averaging about 109 pounds each live weight, were also purchased. These were put on full feed in pens for six weeks before slaughtering. Part were fed cornmeal alone, part were fed a two-thirds ration of cornmeal with all the rape they would eat, and part were fed equal parts by weight of peas, barley and shorts. All these hogs produced firm bacon except one in the peas, barley and shorts group, which was somewhat tender. There seems to be little danger, therefore, of spoiling hogs of this class with either corn or rape.

Twelve more grades were confined in pens from time of weaning to slaughtering. They were fed skim milk and wheat middlings (except during about three weeks, when they were fed skim milk with barley and shorts,) until they reached an average live weight of about 100 pounds. The skim milk was then discontinued, and during the next six weeks some of them were fed cornmeal, others were fed equal parts by weight of peas, barley and shorts and the remainder was fed a two thirds ration of the peas, barley and shorts mixture, together with all the rape they would eat. All of these hogs produced firm bacon, excepting one in the group receiving peas, barley and shorts with rape. The only practical difference between the feeding and treatment of these hogs until they reached 100 pounds and the group of pure breeds, which gave such very bad results, consisted in feeding the grades skim-milk with their meal ration. From this it would appear that skim milk has a very beneficial influence on the firmness of the bacon. The chief points in these experiments were given in a letter by Prof. Day in last week's issue.

Good Roads Wanted

A few weeks ago a petition was presented to the Lieutenant-Governor from the County of Dufferin, in which it was alleged there was large waste in the present methods of constructing the roadways, and asking that a general supervision of the work be provided for. The petitioners pointed out that the average organized and settled township in Ontario spends annually \$2,500 for opening up and keeping the highways in repair within its limits, but, owing to the inexperience of those in charge of the work and the lack of uniformity and system as to methods, the public does not realize the benefits it is entitled to expect from so large an expenditure. The bad roads throughout the country cause considerable inconvenience and loss to

farmers and citizens alike. It was also pointed out that many of the States of the Union were expending large sums of money in improving the roadways under Government supervision, and that unless similar provision were made whereby the work of road-making in the townships could be supervised by some competent authority Ontario would soon be away behind in the matter of good roads.

The importance of the request and statements contained in this petition cannot be over estimated. There are thousands of dollars expended every year in this province, in addition to the work performed under the statute labor system, which are to a large extent wasted because of a lack of uniform and systematic method in getting the work done. Not only is systematic work needed, but the work should be carried on in such a way as to bring the very best results. This is not always done. One reason why we have so many bad roads in the country is because our road makers are ignorant of how to make a good road. If Government supervision could be provided, and all road-making carried on after some approved plan authorized by the Provincial Road Commissioner, we would soon see a marked improvement in the public highways of this country.

The Shipments of Fat Poultry from the Government Stations a Success

Returns have been received by the Minister of Agriculture from one of the trial shipments of fattened chickens sent to Liverpool from the Dominion Government Poultry Fattening Station, at Carleton Place, Ont. These chickens were sent in cold storage *via* St. John to Liverpool, where they met with ready sale at 16 cts. per lb. wholesale. The chickens were sent plucked but not drawn, and weighed, on an average, five and one-half pounds each, which would make the wholesale price per pair \$1.76.

The chickens were landed in first-class condition. The following extracts from a letter from the consignee will indicate what the prospects are for a further development of this trade.—“I was agreeably surprised at the all-round excellence of your small experimental shipment of Canadian capons. On opening the cases the birds were found to be in beautiful condition, and presented a most saleable appearance. After the birds were uncased I hung one, to find how long it would retain its bright appearance, and found that it became milky white in color as soon as the bird had dried out of the chilled state. To-day, five days later, it is as nice-looking as a fresh-killed bird. I think the price obtained will both please and pay you. It is a fair market price, and on a par with the present rates for Surrey chickens. For small weekly arrivals I venture to think the price could be maintained, but anticipate that large consignments would bring the figure down to seven pence (14 cents) per pound.”

The chickens when put up to fatten were worth about 50 cents per pair. The food consumed per pair during the fattening cost 31 cents, making a total cost of 81 cents per pair, without allowing anything for the labor of attending them. The packing-cases cost at the rate of 3 cents per pair, and the transportation and selling charges would cost in the usual course of business for such chickens not more than 22 cents per pair, a total of \$1.06, leaving 70 cents per pair for the labor and profit.

PETHERTON, Dec. 20th, 1898.

Please find enclosed the sum of \$4.00, the arrears due for FARMING. The paper is all a farmer could desire.

Yours truly,
WM. SHARP.

CHISHOLM, Dec. 24, 1898

DEAR FARMING:

I wish you a Merry Christmas and a prosperous New Year, for I think FARMING a grand paper.

Yours, etc.,
JAMES PURTELL.