



STOCK & DAIRY

YORKSHIRE AND CHESTER
WHITES.

The *Practical Farmer* says:—One of our correspondents and subscribers in Montgomery county enquires of us about the propriety of crossing the pure Yorkshire swine with our white Chesters. Since our first sight of the Yorkshire, we felt satisfied that was just the change of blood that the White Chesters would be improved by, and we think in skilful hands a greatly improved breed can be established between them, making beyond competition a farmer's hog. Their main points are not much at variance; the cross, in our opinion, will result in a better animal than either is at present.

THE ENGLISH CHEESE MARKET.

At a recent meeting of the Northwestern Dairymen's Association, O. H. Wilder, of Evansville, Wis. who has just returned from England, where he went to dispose of a large lot of cheese, addressed the meeting. He said England furnishes the best market for cheese in the world. He went there to find out what kind of cheesemen wanted, who were the best men to sell them, what were the best routes, and what would be the freight. He visited several great market towns. He found the standard to be the same. All wanted a mild cheese, 15 inches in diameter, and weighing 60 pounds, though smaller cheese of that proportion as to size, would not be objectionable. The manner of weighing cheese, the standard of hundred weight, was different in these markets, as were the terms on which they are sold. Cheese is always sold by the hundred weight, which in some markets is 120 pounds, and in others 112 pounds. In some, five or six cheeses are weighed at once; in some only one, and in still others one pound is thrown in at every weighing. Many of the cheese dealers have excellent reputations. There are four routes to England, by Montreal, Boston, New York and Philadelphia, by each of which there need be but one transshipment to Liverpool. The texture of cheese for the English market should be close and firm, and the flavor mild. High color is not required. In some markets uncolored cheese sold best. Cheese should be shipped when tolerably new.

FEED FOR SHEEP HERE AND IN ENGLAND.

The Climate in Central New-York is such that we have to treat Lincoln sheep, however pure, different from what they do in England. We have to shelter them during the winter, and their feed is not confined to turnips and oilcake, as it is in England, and the consequence is that the sheep undergo a "climatic change." Blacklock, that most practical observer on the sheep husbandry, says: "No animal can be made to forget at once a long used food, an ancient locality, a peculiarity of climate and season, and the instinctive habits that have been long nurtured in them, without both it and its progeny suffering from the change." I have found that these observations are correct in regard to Lincoln sheep. For the first two years after importation, I did not raise as many lambs as I ought to have done. This did not, in my opinion, proceed from the change of food as much as from the system of wintering under cover. The ewes did not get as much air and exercise as they had been accustomed to in the turnip fields of Lincolnshire. I believe that sweet turnips or mangolds in the State of New-York are as good food for sheep in cold winter weather as oil meal, peas and oats. In my judgement, peas are the best food for breeding ewes, in the State of New-York and Canada in cold weather, of any single grain that we can use, for they produce an increase of wool as well as flesh. It requires some skill to winter a flock of breeding ewes of any kind of sheep.—*The Cultivator and Country Gentleman*.

CHEESE HINTS.

The *New York Merchant and Bulletin*, in speaking of cheese prospects, says: Cheese has continued in good demand for home and export trade, and the market, without advance, has become stronger, and the supply has been steadily reduced, while the few arrivals of new have been wanted at full prices for full cream, while skins are not wanted, except at low prices. Shippers are

in want of good new, and paid 16½¢ for full cream, while they do not want skins at all; and dairymen would find it to their interest to make the former, as they will not only find much more ready sale at full prices during the spring, but they will not hurt the reputation of their factories, which must be recovered at their cost later in the season, besides depressing the English markets as well as this by unsaleable goods which no one wants, while good stock will meet ready sale and keep the market clean, and sustain prices at a much higher figure. Not only are our markets, but the European, becoming more and more in favor of the best stock; and while there is a much more limited outlet for poor stock there is never a glut of the best stock; nor so low prices for it, compared with poor, as to render it unprofitable to make the better goods.

There is practically no limit to the consumption, and hence to the production of fine goods; for a market was never known to be glutted with these goods, but always with undesirable stock, which always has an effect to depress any market. If our butter and cheese dairymen will keep this in mind they will find the credit side of their ledgers show a very satisfactory result at the close of the season. The remarkable progress of the West in the past year should stimulate our State dairymen to renewed efforts to maintain their pre-eminence in these productions; for if they are content to fall into ruts of their past achievements, instead of keeping to the front of progress in the dairy interests, the West, with her vigor and enterprise, will soon not overtake but distance them, and carry away the prestige of the Empire State to the Western lake-bounding States, which are adapted to the production of a fine butter and cheese.

SMALL CHEESE.

Gardner B. Weeks gives the *Country Gentleman* an account of a recent visit to several Chautauque country cheese factories. At three of these factories considerable attention has been given to making small cheese. One of them was making no other kind than those ten inches in diameter and weighing nearly twenty pounds. Of these about 800 were on hand, and their quality was highly commended. Two cents a pound over common price are obtained for these. At the factory there were 400 cheeses 10 inches in diameter and weighing about twenty pounds and 1,000 seven inches in diameter and weighing eight pounds each. The latter were made for a firm in New York.

VALUE OF CORN FOR HOGS.

A writer in the *Cincinnati Gazette* gives the following account of the increased profit of feeding corn on the farm to swine instead of selling the grain in market. His experience is as follows: In August, 1872, I bought thirty-seven head of hogs at \$4 per cwt., the average weight being 126 lbs. Cost of the lot, \$186.48. On Dec. 10, when I sold them, the average weight was 270 lbs., or again of 144 lbs. per head. They ate twelve bushels of corn apiece. This, at twenty-five cents per bushel, would be three dollars. The total cost of the hogs when fattened was, therefore, \$267.48. I sold them at \$4 per cwt., amounting to \$399.60. Balance in favor of feeding, \$101.12. By feeding my corn it brought me nearly forty-eight cents per bushel.

A form of the potato disease which has prevailed for several seasons in certain departments of France, exhibits itself in a peculiar weakness of growth in the shoots, which attain their usual length but are wanting in thickness. The first leaves are also defective, but the tubers do not appear to be diseased nor affected in quality. A fungus is assigned as the cause, but further investigation is needed on this point.

TRAVELLING STALL-FED CATTLE.

The *Irish Farmer's Gazette*, in a late issue, gives some very good advice on the subject of giving suitable exercise to fattening cattle that have been stall-fed, hence rendering the feet tender, at the same time that the confinement unfits the animal for the fatigue of travel:

Although fat cattle are now rarely travelled long distances on foot, still every man has not a railway station at his door, and fat cattle must, therefore, be travelled on foot after leaving the farm yard before they can be put on the railway waggons. The distance may be comparatively short or it may be several miles; but in any case the cattle should be prepared before hand for the journey. From neglect of this precaution we have frequently seen at batt horses seriously injured within half an hour after leaving the stalls; so much injured, in fact, as to be unable to proceed further, rendering it necessary to sell them at home under value.

When fat cattle are taken out of stalls in which they have been tied up for some months, they get excited and set of racing along the road, when the result may be a "slipped shoulder" or some other serious injury. From standing so long in the house, their feet become unfit to endure travelling on a hard road, and they soon get knocked up if good care has not been taken of them.

In former times, when fat stall-fed cattle had to travel on foot several days before they reached the market, special preparation was essential, and no prudent man would neglect it; but since cattle have been carried chiefly by rail this precaution seems to be very much overlooked. Hence, fat cattle reach the railway station where they are to be trucked in an excited, feverish state, and while steaming with perspiration, and shaking by their mad racing along the road, with a number of equal by excited drivers shouting at their heels, are packed as closely as they can stand into trucks, and left to stand cooling perhaps for several hours before the trucks are attached to the engine; or they are despatched at once, when the cooling process proceeds more rapidly, but followed by a chill which is certainly not conducive to their health or to their comfort.

Some days before it is intended to send fat cattle away from the farm-yard they should be let out for an hour into a well-littered court yard or well-fenced paddock, and allowed to take exercise, being carefully watched all the time, lest any injury should befall them. Next day or the day after, the same course should be repeated, and they may then be left out somewhat longer than the first; and by the third or fourth day they will be quite steady and ready to be driven to the station.

CHEESE-MAKING IN THE WEST.

The *Monroe (Wis.) Sentinel* gives some interesting statistics in regard to the extent of the cheese manufacture of Green county, in that state. There are ten factories in the county, and their products for 1873 (including some large private dairies) are summed up as follows:—

Total Limburgh cheese	534,000 lbs.
Total Swiss cheese	152,000 lbs.
Total Yankee cheese	450,000 lbs.
Total	1,936,000 lbs.

It is estimated that the milk of 4,260 cows is consumed in this product of the Green county cheese factories, and the *Sentinel* says:—"Several new factories are now building, and those that have been already in operation, have increased their capacity and number of cows full twenty-five per cent. for this year's business."

Upon this the *Chicago Inter-Ocean* remarks:—"While the old country is deeply exercised over the question of the rates of transportation on western products to the seaboard, the Green county farmers are partly solving the problem by converting their crude, having it produced into more valuable and less bulky substances. A great victory over transportation is achieved by the farmer who converts fifty-six pounds of corn into three pounds of cheese. The farmer who milks his cows several years and converts the lacteal fluid into cheese, gets more money for them than the farmer who sends his three year old cattle to market for beef, and, into the bargain, not only still has his cows, but possesses a small herd of young cattle for the future. This is what the Green county, Wisconsin, farmers are doing to circumvent the transportation companies."

CANADIAN BEEF IN ENGLAND.

For the last few days, and especially on Saturday, a curious sight has been seen at the bottom of Mount Pleasant, opposite the Adelphi Hotel. There have been crowds around the wholesale provision shop of Mr. Wm. Britain, engaged in inspecting the cutting up of sides of prime beef, and afterwards in purchasing pieces for consumption.

On enquiry it was found that Mr. Britain had received by the Allan steamer "Caspian," which arrived in Liverpool last week, a very considerable consignment of fresh Canadian beef, which was being disposed of at the moderate prices of from 6d to 7d per pound for the prime part. This beef, amounting to twelve tons, formed part of a consignment from Canada, consisting otherwise of six tons of salt beef, one and a half tons of poultry (geese and turkeys), and a half ton of mutton. The whole had been carefully packed in rye straw, which has the special quality of absorbing any moisture from the meat, and arrived in first-rate condition. The writer had an opportunity of testing a piece of sirloin, which was in all respects equal to ordinary English sirloin at eleven pence and one shilling per lb.—The poultry consignment was forwarded to London, where it has realized good prices.

The packing of beef in this particular manner will, of course, only be available during

the winter season, but the winter season happens to be that in which, through the extra cost of fuel, domestic economies become requisite just at the time when an extra consumption of meat is a necessity of healthy life.

It is understood that the present shipment is to be followed by others on a larger scale. As to the meat itself, it is well known that careful housekeepers hang up their meat at this season of the year, for a time as long as that occupied by an Atlantic voyage, to secure the tenderness which is so great a desideratum at English dinner tables. That the Canadian fresh beef is, at the same time, tender and sweet, can be proved by experiment.—[*Liverpool paper*, 12th Feb.]

N. E., Dayton, Ohio writing to the *Live Stock Journal*, says:—It will certainly pay to judiciously soil cows on a farm. There is no other way by which so much milk can be produced on a given number of acres. When you have put your land in proper condition, a cow can be kept upon one-half acre for summer and one acre for winter. Even better than this has been done. Starting this late, prepare the ground well, and sow one-eighth of an acre of oats thickly as early as you can; two or three weeks after sow the same amount of land to oats for late cutting. Then prepare the ground and sow on four acres of corn for each cow. This will probably leave a surplus for winter feeding.

REARING STOCK.

One thing must be borne in mind, that to be successful, a steady course must be pursued and that course onward—towards perfection. I will not say to perfection, for that will not be attained by any person in his lifetime. The color and style of the herd should be a matter of study, to breed as near as may be to a fixed standard of excellence, not only in color and form, but also of health and hardihood; a robust and vigorous constitution should be one prominent object sought in establishing and continuing a herd for profit, not only for the present but also for the coming generation, and so well should the male animal be selected, that no glaring defects should be disclosed in their produce, especially after the herd has been started on a permanent basis, for any special purpose. If the proprietor of such a herd should wish to change his breeding, methinks he had better dispose of his herd to those who wish to keep on in the line in which they were started, and then begin anew for another purpose, if that was thought more desirable to his future prosperity and capabilities of his farm, etc. In this paper I have said nothing of the different breeds of cattle, or their adoption for special purposes, preferring each farmer should make his own selection, then breed with care and success is sure to follow in due time.—*Jonathan Talbot, in Practical Farmer*.

BUTTER IN FRANCE.

If our dairymen need a spur—an eye-opener—a lesson which speaks volumes in three words—here is one at the head of this article. Butter is actually brought from France and sold by the New York dealers. And this is thus because there is an actual scarcity in the market of good butter put up in attractive shape for small consumers. When we know that one dairyman gets \$1.15 a pound for his product, another \$1, and another 75 cents, the year round, at his dairy door, it is easily seen that it will pay to bring butter across the ocean from France, if it is only good and shapely enough to suit the fastidious purchasers who will have something nice whatever it may cost.

All this butter is made from choice cows, choicely fed on clean sweet food; the milking is done in the cleanest manner. The milk is handled as carefully as though it was nectar; the cream is churned with the utmost care by clock and thermometer; the butter is worked with skill, and is made up in shapely cakes which do not require to be cut when brought to the table. Compare, then, this cake—hard golden yellow, sweet, fragrant, and tempting to all the senses with an unsightly chunk which is cut out of a greasy keg, and smells of old age and rancidity, and is made from cows filthily lodged and carelessly milked, and is churned anyhow, and the difference is amply accounted for.—*N. Y. Tribune*.

TO BANISH RATS.

Rats can be banished by covering the floor near the rat hole with a thin layer of moist caustic potash. When the rats walk on this it makes their feet sore. These they lick with their tongues, which makes their mouths sore, and the result is that they not only shun this locality, but appear to tell all the neighboring rats about it, and eventually the house is entirely abandoned by them.

Forest trees are active and not readily killed is easily understood. Wooded country is not so easily destroyed as open land. Since the frost is severe that plants breathing power of leaves, but stems and branches are not so protected. Pores exist to from them, and is going on, must necessarily there to a certain extent arising, condenses as in time descend, rain, etc. When the moved, a series is observed. The New England Since the forest come deciduous river is evident true of the In the Old World still more the summer in ten feet in height rivers have others are shown. On the other ing has had merely there during the year but since millions trees twenty four Suez Canal ground because bushes and appearance of climate. A The conversion country by raised the sea level.

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