

HOW TO MAKE FARM FLOCK PROFITABLE



Time Has Many Uses—One is in the Poultry House.

(By J. G. HALPIN, Secretary of Wisconsin Poultry Association.)

Always breed from active hens, which lay the best in the fall and winter. Watch the flock carefully through November and December, and mark the vigorous, hardy hens with the red combs and the highest egg records. Never save eggs for setting from the "droopy," lazy hen that hangs around the roost.

Select Strong Males.
Much depends upon the vigor and vitality of the male. A lazy and sluggish male should never be retained in the breeding pens, as he would transmit these characteristics to his progeny—if he had any.

For dual purposes, use only one male to ten or fifteen females. The breeding flock should be allowed a large range. Only the best hens should be saved for breeding, the rest being sold for meat. For good results, more than one pen should be available in the poultry house. It always pays to have one pen for the pullets and another for the older birds. The pullets are thus protected from the abuse of the older and stronger birds until they are able to defend themselves. Rigid selection among the fowls of these pens should ultimately result in the choice of the cream of the flock for use in future

breeding to build up and improve the farm flock.

Use Leg Bands.
Ordinary leg bands can be secured for ten cents a dozen, and should be used as a means of identification throughout the flock. The bands should be numbered, and the number entered in a small notebook, which can be hung by a string to a convenient nail. The numbers should be entered in regular order (1, 2, 3, etc.) and room left opposite the numbers for notes which will be made from time to time on the winter production, health, etc., of the respective hens. The date of birth should also be entered on the notebook, as this is the only check the poultryman has on the age of his hens.

Use "Homegrown" Eggs.
The average farmer makes the mistake of sending for eggs concerning which he reads an inviting advertisement in the paper. He then employs all the birds hatched, regardless of their value. Instead of this, he should use only the eggs raised on his own place from selected stock. Then he can be reasonably sure of what he is getting.

The day of haphazard poultry raising is fast passing. Breed only the best of your stock, and the improvement will be steady and sure.

TO DISCOURAGE THE SITTER

One Good Way is to Confine Fowl in Bare Yard and Feed Her Liberally of Green Stuff.

Much as we may like to see our hens start in to sit early in the spring, there comes a time when their sitting becomes a nuisance. It is all right to keep a few hens sitting as late as August, if there is a good local market for late broilers.

A few late scattered broods are more trouble than they are worth, except in those cases where you may like to have a few coming on right along for use on the home table. Where they are raised with a view to marketing them, they should either be allowed a free range, or a new plot of ground should be set apart for them, ground that is free from the dirt and droppings of the earlier broods.

If the hens must be broken up and cured of the sitting habit, it should be done when the first indications are shown. One of the best plans is to shut them up in a yard, bare of boxes or other possible places where the hen may be able to indulge in her desire to squat.

If this yard is sown in oats, or is in grass, it will be all the better. Let them live on green food exclusively for a few days. It will not injure them in the least, and will cure them of the sitting desire as quickly as anything else.

The green food will be just the thing for them in hot weather. In a

few days most of them will have forgotten all about their desire to raise a family, and will be ready to go back to their duty of egg laying.

KILLING TURKEY OR CHICKEN

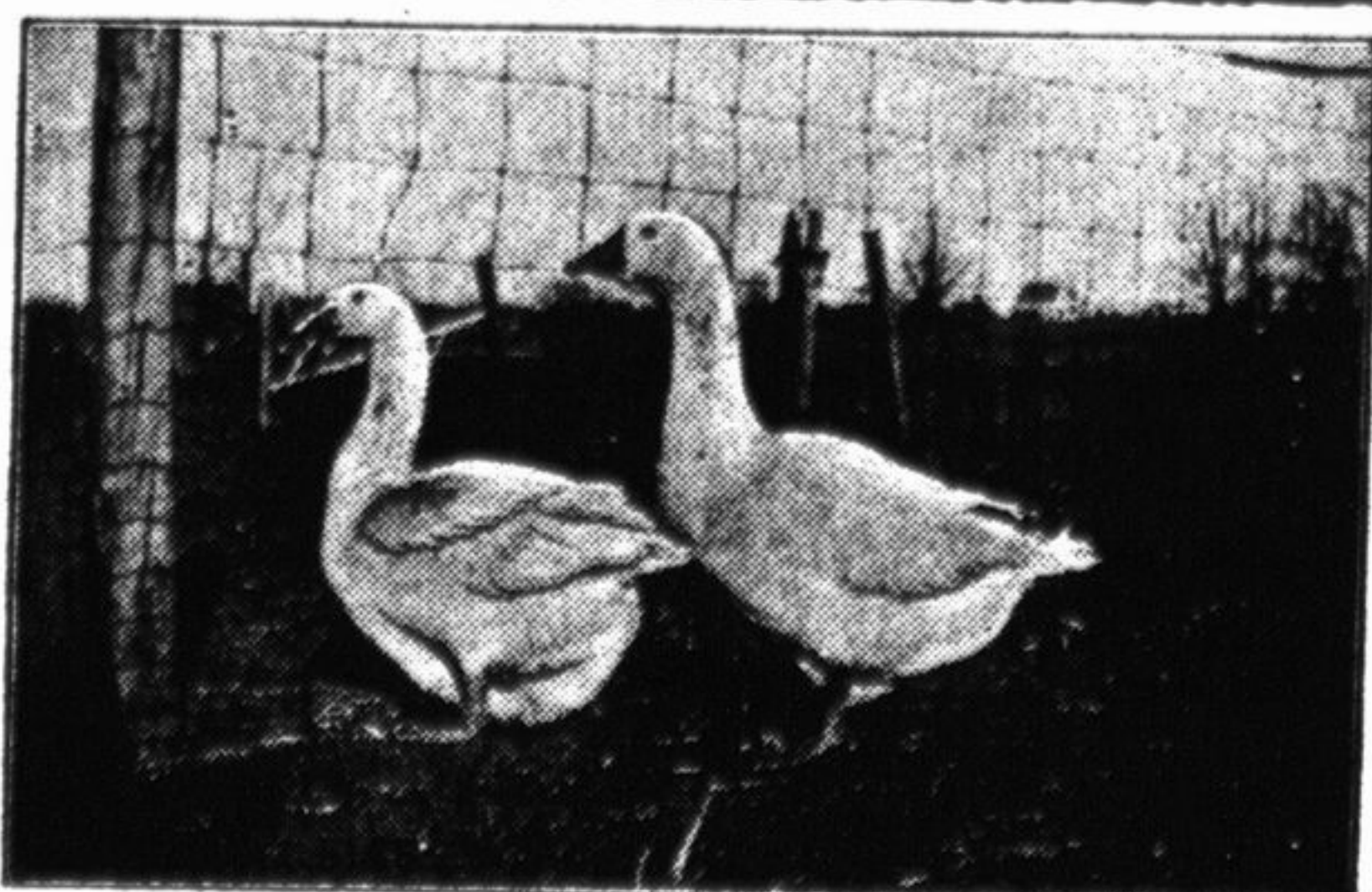
Mistake to Chop Fowl's Head Off—Then Allow It to Flop Around—Cover With Sack.

Most people simply chop the head off of a chicken and turkey and let them flop around over the ground, against the fence, or on the rocks and bruise their flesh. This is a mistake. The bruised flesh of the fowl cannot be as excellent as when it has not been injured.

I have found a good plan by which the flopping and bruising can be prevented, writes W. D. Neale in Farm, Stock and Home. After catching the turkey or chicken I tie their feet with a stout string, then I slip the fowl inside of a burlap sack, letting the head protrude through a hole cut in the sack large enough to give the neck plenty of room. Then with a good string I tie the sack down close to the fowl. With a sharp hatchet I cut the head off with one sharp blow after stretching the neck across a solid piece of wood with the left hand.

The fowl will make efforts to struggle, but it will not be able to flop. The sack will hold its wings down so that no motion can be made. In a short while the contortions of the muscles will cease and the fowl may be removed from the sack and dressed.

GEESE MUST HAVE PLENTY OF EXERCISE



Pair of Fine Geese.

Geese will not thrive if kept closely confined. They are great rangers and must have plenty of exercise.

Geese cannot be raised successfully without water to swim in, but ducks, particularly the Pekin breeds, do not need it.

Ducks will not drink muddy water and they must have water at feeding time, as they always take a bite and a sip alternately all through their meal. There is no sentiment in a hen. Her only object in life is to get enough to

eat. If she is given that and a warm, well ventilated house to sleep in at night, a dry sheltered place in winter, she will do the rest.

The Brown Red Games are probably the oldest breed of domesticated fowls known in this country.

If any of your hens seem to have lost most of their feathers during the molting period and show large, bare spots, it is evidence that they are not vigorous, and it would be hardly worth while to keep them over winter.

TRAVELING IN RUSSIA

MUSCOVITES NOT YET USED TO THE RAILROAD.

Amusing Scenes Are Witnessed on Some of the Platforms and Lines in the Land of the Czar—Watch for Thieves.

The combination of a Russian and a Russian railroad produces numerous unexpected and bold effects.

About a day before starting on the voyage the Russian usually becomes a skeptic. He no longer trusts his own watch and begins mistaking the Moscow and St. Petersburg time, putting the latter ahead of the former, though he well knew before that the Moscow time is ahead of the St. Petersburg time. He trusts no more the time tables, the cabmen, the porters nor his own eyes. Arriving at the station an hour before the train leaves he insists upon accommodating himself in each of the departing trains in spite of the vigorous protests of the conductors that this is not his train. If the station happens to have three platforms he tirelessly races along all of them in search of something, and only by impetuous necessity could he be stopped on one of them, usually not the one which he was looking for. A passenger who has not lost his porter at least twice is a positive rarity.

But sometimes the passenger becomes suddenly imbued with blind faith in everything; in time tables, porters, his lucky star. Then he does not run around, but calmly seats himself in the first car of the nearest train and nonchalantly waits till he will be dragged out of sight of the station. At the railroad station in Kursk I once saw a happy looking passenger sit in the midst of his party family in one of the empty reserve cars in the back of the station. About him sweating, exasperated and perplexed passengers hurried, but he, smiling, looked out of the window, evidently happy that he need not hurry like the others and that there is plenty of room in the car. However, when the third bell rang and his car remained stationary as before he began to understand.

But a still more amazing incident happened in Moscow a short time ago. The wife of a country squire with her fourteen-year-old daughter arrived in their tarantass at the railroad station. They were going to Peter to see her son, and this was the first opportunity they ever had to see a train. The railroad station in Moscow is quite large, but the good folks did not hesitate to admire this wonderful train. They found an empty bench and accommodated themselves as best they could. It was a wonderful machine, this train. Only on the following morning, opening their eyes with the expectation of seeing Peter, were they disillusioned by the explanation of a gendarme that they were not in Peter, but in Moscow.

"The department of roads of communication," reads a sign, "takes measures to insure the passengers from theft in the car. A special office of a train guide has been instituted and each train is going to have an office where money and other valuables could be left over night."

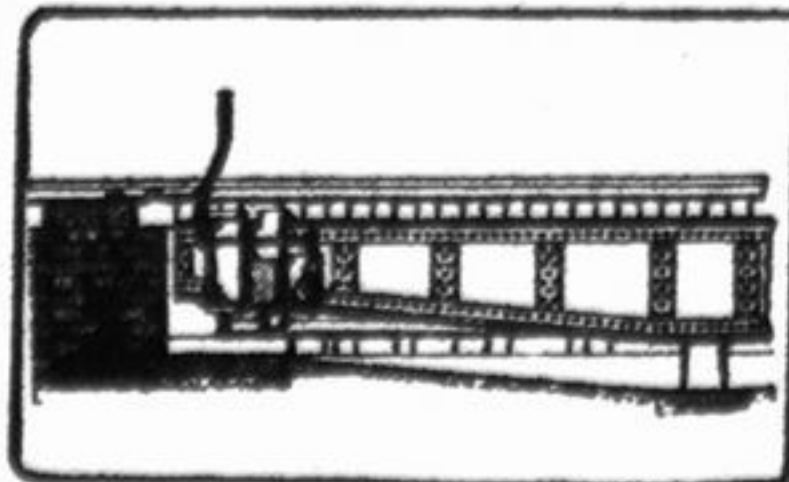
Nothing has given me more bother than the question of sleeping in a train. As soon as I procure a seat I begin to study my neighbors, saying to myself: "Will he steal or not?" And I myself am subjected to a similar study. Human faces are positive enigmas when studied from this point of view.

After many years of experiences I arrived at the conclusion that the most satisfactory answer to the question could be derived from other signs, as how one is dressed, for instance, and especially from the fact if he has a watch or he has not. Why a thief could not possess a watch I know not, but the fact remains that the possession of a watch inspires you with implicit confidence in your neighbor. He is carelessly playing with the gilded chain, you are looking indifferently at your own watch, and, well, that is enough to found between both of

FIXED TRACK FOR TURNTABLE

Designed to Prevent Injury to Locomotives, Frequently Occurring Under the Present System.

This invention provides means to check the turntable at the periphery to prevent a depression thereof by the



Railroad Turntable.

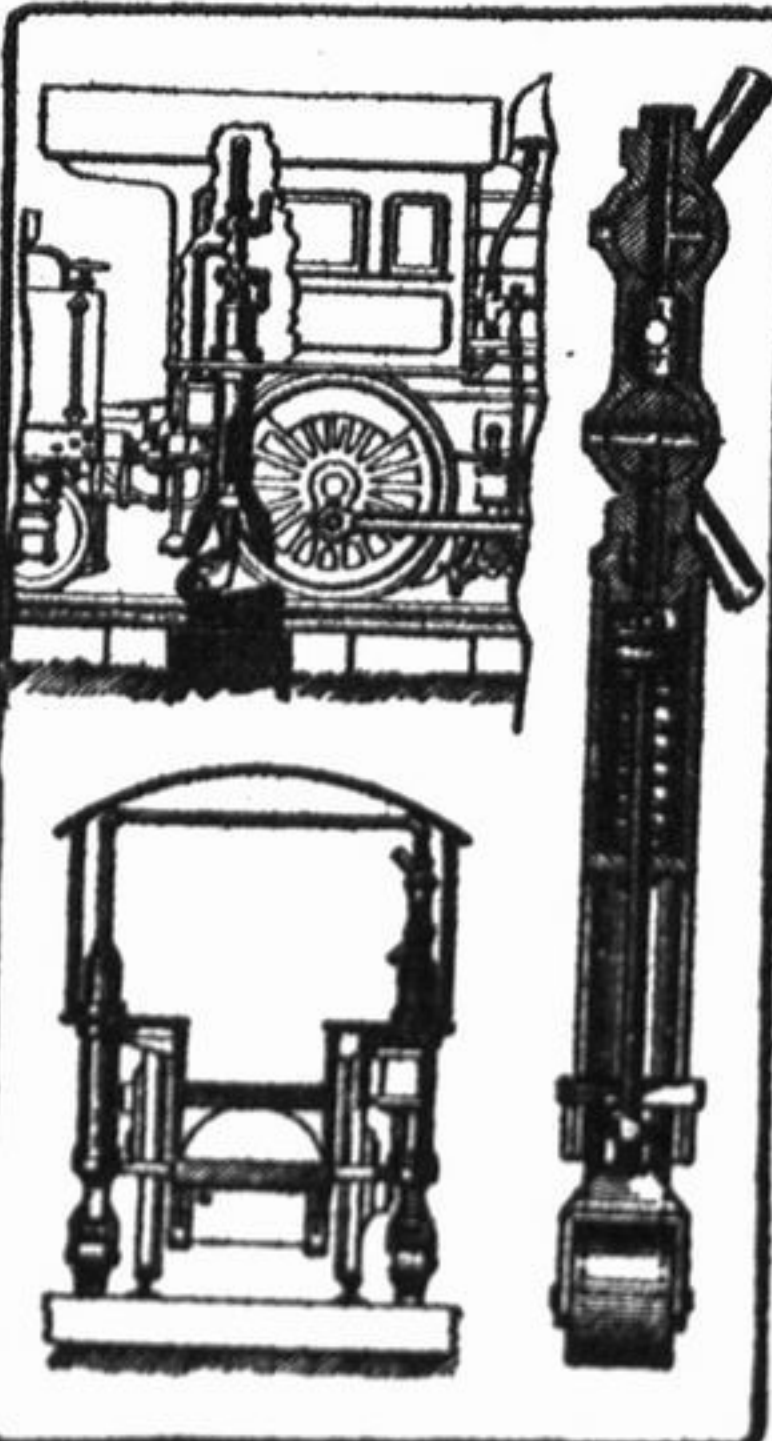
engine entering the same, relates the Scientific American. A further cause of injury to engines and the turntable is the fact that the track rails of the turntable do not make a close joint with the fixed tracks. The invention provides means for producing a continuous track from the fixed track to that of the turntable, for which purpose use is made of a filled track section rockably mounted on the turntable, and in order that the filler track section and checks may move in unison, the said section is mounted on a rock shaft and operative connections established between the said rock shaft and the checks.

you a silent union based on mutual trust toward one another and suspicion of the rest of the passengers. I sleep thus: All my valuables I put into the pockets of my trousers and then I put my two hands into them and do not take them out till morning. My hat I pull over my head to such an extent that I should be able to hold it between my teeth. Of course, it is a little inconvenient to be able to turn on a side, but you are almost safe then.—Kansas City Star.

SWITCH THAT IS AUTOMATIC

New Invention Makes Use of Trip Roller to Engage Plungers Arranged in the Track.

The invention has reference to means for operating railroad switches automatically through the medium of a manually controlled operating device on the train. In carrying out the invention, use is made of a trip roller adapted to engage plungers arranged in the track, the plungers being ar-



Automatic Railway Switch.

ranged to be depressed under the influence of air pressure supplied by the airbrake system.—Scientific American.

RAILROAD RUN BY MAN POWER

Short Line in Northern Alberta is Unique, but is Said to Pay Big Dividends.

The railroad that pays the biggest dividends on the capital invested is, according to the Technical World Magazine, the Grand Island railroad. It is in northern Alberta, Canada, 200 miles from any trunk line or feed. It is only a quarter of a mile long and built of scrap iron on wooden rails. Its rolling stock consists of two battered freight cars which are pushed along the road by the men who ship the freight, no locomotive being used.

The freight that is handled on this road consists principally of furs, which are towed up the Athabasca river on scows hauled by men, are laden on the cars, pushed down the railroad and shipped again on other scows, thereby circumventing the dangerous Grand rapids. Returning, the scows carry all sorts of freight for the Hudson Bay company's factors and are floated down the river. The Hudson Bay company charges \$2.50 a ton for all freight on this little railroad, and the shipper must handle his own goods and push the cars himself.

Some Mountain Roads.

Wonderful changes have been wrought in the transmountain thoroughfare in the state of Washington. In seven months the tortuous, narrow path across the Cascades has been transformed into a splendid 16-foot highway with a maximum grade of 5 per cent. The state of Washington has spent approximately \$335,000 on the 28 miles from North Bend to Lake Keechelus.

Cut Expenses of Road.

One big railroad whose ticket-printing bill was over fifty thousand dollars three years ago reduced it to \$30,000 last year through economy methods. Another had its annual bill of \$40,000 for tickets cut to \$28,000. A lot of expense of railroading is still wrapped up in red tape that costs the roads thousands of dollars.—Sunday Magazine.

Railroad Not to Blame.

Negligence in running a train at an excessive speed does not render the company liable; it not appearing that a pony ridden by a boy would have taken fright if the speed had been less.—Vogt's Adm'r vs. Southern Ry. in Kentucky, Ky., 170 S. W. 975.

Prevents "Seaming" of Rails.

By milling rails while they are still hot, "seaming," which causes many breakages, is eliminated.—Popular Mechanics.

Fast Enough Without That.

An engineer says that the usual life of a locomotive is thirty years. Perhaps it would live longer if it didn't smoke so much.—Boston Transcript.

Railroad Statistics.

American railroads employ 1,315,289 persons who last year received \$1,378,830,589 in wages.

Madrid Great Railroad Center. Nearly one-half of Spain's railroads enter Madrid.



STRAWBERRY IS MONEY CROP

Profit is Assured if Marketing Arrangements Are of Right Kind—Rich Soil is Essential.

Some men take \$200 worth of strawberries from an acre of ground, a few have taken \$400 worth from the same area and there are many growers who barely make living wages out of their strawberry plantings. Yet strawberries are accounted a sure crop and a crop that makes quick returns.

Various growers of strawberries have estimated the cost of producing an acre of this product at anywhere from \$60 to \$100, writes F. L. Alexander of Arkansas in Farm Progress. For a generation the strawberry grower has been having his fat years alternating with some mighty lean ones and most growers will tell you that the lean years are the most nu-



Ideal Row of Early Ozark Strawberries.

merous. There is money in strawberries, however, if you have the right kind of marketing arrangements.

In some sections the marketing problem has been solved by forming cooperative associations. Sometimes it did not stay solved as jealousies and bad faith caused the breaking up of the associations. Where they have managed to live through a few years of these troubles, the marketing organizations have proved their worth by saving thousands of dollars for their collective memberships and saving the individual growers several cents a crate on his berries.

The plants require a fairly rich soil, but any land that will grow good corn will raise strawberries. The land ought to be thoroughly manured the fall and early winter before the plants are set.

After the manure is spread the ground should be plowed to a depth of about six inches. Next spring it should be disked as soon as the ground is dry enough to work. Dragging and harrowing will smooth it down so the plants can be given a splendid start. They need a firm subsoil to hold dampness, but the soil at the top should be free and loose.

The plants are usually put out in 18-inch intervals in rows three feet apart. Where it is possible the rows should be made of considerable length. It is better to have a long, narrow strip of strawberries than to have the same area in a square. It means a great deal in first-year cultivation to have the rows long enough that they are easily plowed.

SPRAYING FOR APPLE TREES

First Summer Spray for Apples Should Be Applied Just Before Trees Begin to Blossom.

(By A. J. GUNDERSON, Illinois Experiment Station.)

If apple trees have San Jose scale, scurvy or oyster-shell scale, spray while the trees are dormant with commercial sulphur at the rate of one gallon to eight gallons of water. The first summer spray for apples should be applied just before the trees blossom, at a time when buds are showing pink, but before they have opened. This spray should consist of lime sulphur at the rate of one gallon to 40 gallons of water, and to this mixture add arsenate of lead at the rate of two pounds to 50 gallons of water. These two materials should be mixed together, the lime sulphur being a spray for apple scab, and the arsenate of lead for the control of curculio.

The second summer spray should be made immediately at the fall of the bloom, that is, after the blossoms have been pollinated, with the same mixture as for the first spray. This spray is for apple scab, codling moth and curculio. The third summer spray should be applied about two weeks after the second. This spray is also for the control of apple scab, any codling moth or curculio that may still be working on the fruit.

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