

AGRICULTURAL.

LEAN MEAT VS. FAT.

There is no doubt but that, in a majority of cases, the hogs that are now being sent to market have a preponderance of fat over lean meat. The system adopted by a great many in feeding has transformed the hog into a veritable lard keg. It is true that a hog should be well fattened before being placed on the market, but there is a vast difference between a fattened and a well fed hog. When a farmer is feeding for his own use he has only his own taste and that of his family to consult, but when fitting for market it pays him to supply that which the market demands. The intelligent feeder will have noticed that there is a growing demand for a better class of pork. Bacon, hams and shoulders that have the most lean in proportion to the weight are what are needed, and good sized young hogs that can supply this want will invariably fetch the best prices. The excess of fat of which we speak is due in a great measure to the continual feeding of corn. We do not overlook the fact that, in some instances, it may be attributed to the method practised in breeding, but the kind and quality of feed is answerable for a great deal. During the growing period, at least, oats, clover, milk, peas or barley, or a combination of any of them, should be used to create a tendency towards the production of lean meat. Constant feeding of corn, on the other hand, is certain to produce an adipose condition. The wisdom of discreet feeding will be apparent from this, and the aim should be with every feeder who is desirous of making the most out of his hogs to start in first with lean producing food and leave corn to finish off on. Another important thing to be considered, in connection with this excess of fat, is the liability of hogs to be unhealthy when in such a condition. It is a known fact that any of the improved breeds will lay on fat more readily than scrubs, therefore the policy of feeding muscle and lean meat producing food at the start will be readily seen. A healthier condition will be promoted, a finer quality of meat produced, better prices obtained, and in the long run a larger profit will be made all the way round.—[Breeder's Journal.]

STOCK ENSILAGE.

The Mark Lane Express (England), points out that it is as easy to make silage in stacks as it is to make hay in stacks—and more so in a rainy season, and it impresses upon its readers that those of them who have not silos on their farms in the shape of pits, bricked graves, converted barns, &c., need waste no time in making or converting any such receptacles, inasmuch as it has been proved to demonstration that a stack of silage may be commenced, built, and secured on any locality suitable for a stack of hay, with, practically, no more trouble and—all things considered—with little, if any, more expense. With regard to the construction of silage stacks it must be borne in mind that adequate continuous pressure of some kind or other is absolutely necessary, and that wet crops are best left until partially dry before hauling. This is essentially different from leaving them, after much labor in turning, etc., until they are fit to stack as hay. If the crop or crops which are to be made into silage stacks are wet, they do not need much pressure at first; the drier they are the more pressure they require. The pressure of whatever kind employed, needs to be continuous, and adapted to the nature and condition of the herbage ensiled. This is really the whole principle in a nutshell; as the stack sinks, keep it pressed down.

RATION FOR DRIVING HORSES.

EDS. COUNTRY GENTLEMAN.—Will Prof. Stewart give good ration for well bred driving horses with regular work? Will he state the amount for each horse? E. M. Oney, Md.

E. M.'s driving horses are presumed to be horses kept for regular driving, having a fair amount of speed, yet not kept simply to display great feats of speed. A ration for good drivers may be made up by grinding 2 parts corn with 5 parts oats, and with this let the ration for each horse be compounded as follows: 10 lbs. out timothy hay, 6 lbs. oats and corn mixture, 5 lbs. wheat middlings and 2 lbs. linseed oil meal. Let this ground feed be mixed together dry, and then mixed with the moistened out hay and given in three feeds, but principally morning and evening. This is an excellent combination for health and strength. The oats and middlings and oil meal will furnish abundant food for the muscles, and replacing the waste of bone. The small amount of corn will make up a proper balance of carbohydrates, the oil meal will keep the bowels in fine condition, and give a fine glossy coat. If this ration is given by a careful feeder, M. will always find his horses in satisfactory condition. There is too little attention paid to the mineral constituent of food for horses. The strength of horses depends largely upon the quality of bone as well as muscle. The mineral elements of bran or wheat middlings, as at present manufactured, contain a large proportion of phosphoric acid and lime of the best quality for making healthy, springy bone as well as albuminoid matter for the muscles. This specific ration is given for medium sized horses of 1,000 to 1,400 lbs. If larger and the work is exacting, add 1 lb. to the corn and oats and 1 lb. to the bran or middlings.

E. W. E.

NOTES.

Prof. Budd names buckwheat as the best crop to be grown in a young orchard. Sheep graze close to the ground and therefore should not be fed on long grass. They will not do well in tall clover. It costs no more to raise a good hog than a poor one. The former brings the highest price and a profit; the latter the lowest and a loss. It is generally the best cows that are most liable to garget; and of course these are the cows to which one can best afford to give care and attention at the time of coming in. Bees, when frightened by smoke or by drumming on their hives, fill themselves with honey and lose all disposition to sting, unless they are hurt. A New York dairyman says he can get more milk from cows fed on beets, two bushels per diem to the cow, than from ensilage. The milk yield ran up to twenty quarts. He asserts that he can produce beets at a cost of four cents a bushel, one thousand bushels to the acre.

Do not purchase more than two colonies of bees to start with. If the owner can manage these successfully he will have in the fall (provided it be a good season) four good strong colonies and between four and five hundred pounds of good honey. If he should succeed his knowledge must increase in the same ratio as his bees.

In a majority of cases the loss of young chicks and turkeys may be traced to lice. At this season, when the weather is becoming very warm, lice multiply rapidly, and a few days only are necessary to have the whole flock infested. Constant vigilance should be exercised in order to prevent lice from destroying the young poultry.

T. D. Curtis advises that in selecting a churn one should be sure and get it large enough. It should not be more than one-third full of cream, if the easiest, most speedy and satisfactory results be desired. Do not give too swift a motion. If you should do so you would prolong the time of churning, if you would not prevent it altogether. Forty or fifty revolutions a minute is usually fast enough. Give just that motion to a revolving churn which will carry the cream to the top of the churn and permit it to fall with a swishing thud.

The growing of clover is equal to deep plowing, because its long roots penetrate deeply in search of food for the stems and leaves, which, if plowed into the land, will undergo decomposition and leave, near the surface, elements taken from the subsoil. Its leaves take carbonic acid largely from the atmosphere, and the plowing in of this crop augments the carbon of the soil very materially, which changes its color and gives it a greater capacity to absorb solar heat and to retain manures and ammonia, whether resulting from their decomposition or absorbed from the atmosphere.

The farmers of Southern Illinois have become aroused on the subject of chinch bugs. The serious conditions resulting from the presence of such myriads of these bugs in increased numbers of late years has alarmed the farmers, who are holding mass-meetings for the purpose of adopting heroic measures for the destruction of this most dangerous enemy of the agriculturist. The secretary of the Illinois Department of Agriculture has received a report of a "chinch bug convention," recently held in the southeast portion of the state, at which a series of resolutions were adopted looking to their extermination.

Draw a strong cord or wire tightly across the horse stall so that it will be about three feet above the horse and immediately over his tail when he stands with his head close up to the manger. To the cord attach a piece of muslin, old coffee sacking, an old blanket or something of that sort, so that it will reach well across the stall and about one foot below the horse's back. Leave the hitching strap long enough to enable the horse to back up till his neck comes directly under the cloth. There is now a sweep provided which the horse will soon learn to utilize by stepping back and forth under it and brushing the flies from his back and shoulders. It is astonishing how quickly a horse will learn to do this. There is no patent on this device.

Two Pythons Attack a Bull.

On a recent Sunday, says The Natal Witness, one of the most remarkable scenes on record is reported as having been witnessed in the vicinity of Table Mountain. A troop of cattle, consisting of twelve cows and a patriarchal old bull, were grazing on one of the plateau like spurs of the mountain which is surrounded on three sides by precipitous ravines, and on the fourth side, that nearest the mountain, by dense bush. Some natives higher up the mountain were attracted by the sudden bellowing of the cattle and saw two enormous pythons coming out of the bush and making for the cattle, which had drawn themselves up in a compact group, with the bull at its head. As the pythons drew near, the animals gradually backed till they stood on a small space that jutted out over a tremendous precipice. At this stage a sudden rush was made, but only one heifer succeeded in escaping. The other cattle, lowing in the most piteous manner, gradually backed and one by one fell over the precipice, till finally the bull only was left. He suddenly charged at the biggest python, transfixing the reptile on his horns but the second snake seized the bull in its folds, and, having its tail round a huge boulder, commenced to crush the bull, which, moaning piteously, struggled frantically to escape. The tail of the python lost its hold of the rock, but the larger snake, which had slipped off the horn, lapping its tail around a smaller boulder opposite the one the other snake had just released, seized the bull and compressed the animal in its scaly folds. The other python succeeded in regaining its former position and the bull was literally suspended in mid-air by the snakes. The whole scene looked like some gastly triumphal arch. The snakes were evidently getting the better of the poor brute which was bleeding profusely, when, by a sudden effort, his struggles forced both reptiles to loose their hold of the rocks, and the whole three were hurled into the ravine beneath. The cattle were found on the first ledge of the precipice, all being dead, but the bull and the pythons had bounded from ledge to ledge, and were found 400 feet below the scene of the fight. The bull was merely a mangled mass, and the snakes were greatly mutilated, the larger one having the vertebrae broken in nine places. The pythons, which were of rock species, were male and female, and measured respectively forty feet three inches and thirty-six feet nine inches and a quarter.

Two Pertinent Questions

The New York "Herald," August 8th, says:—The resolution which Senator Callom of Illinois, introduced yesterday into the Senate, as we understand it, contemplates a policy of resistance upon the part of our Government to the successful rivalry of the Canadian railways in the matter of the transcontinental Asiatic trade. The action is proposed in answer to the avowal that we are allowing a subsidised British line to deprive our American roads of business. The American Pacific railways were subsidised by the Government in a magnificent manner. Millions upon millions, in bonds, money, privileges, lands, were bestowed upon the projectors to the end that they should do what the Canadian road is said to be doing, namely, carry freight at fair rates and maintain for us this Asiatic trade. What has become of those subsidies, and why is it that the Government is implored to do over again what it has already done with princely lavish hand?

HUFF'S TERRIBLE EXPERIENCE.

Days and Nights in a Swamp, Hunted by Negroes Bent Upon Killing Him.

Leander Huff, the mate of the steamer Cochoma, arrived at Memphis the other day after a terrible experience as a fugitive on the river below. One Saturday night, while the boat was lying at Concordia Landing, 160 miles from Memphis, Huff shot and killed a negro deckhand who was making at him with a knife. A crowd of negroes on the bank immediately made a rush for the boat, yelling "kill him," and before the gangplank could be raised half a score of them were upon it. Huff ran to the after guard of the boat and lowered a skiff. The mob was so close on him that he had barely time to jump into the frail craft and push off when the foremost of them struck at him with a hatchet and clipped a piece out of his left ear. Seeing that their prey was about to escape, the negroes ran ashore and got skiffs and put out after him. It was a race for life, and with a single oar he contrived to reach a low, swampy island, two miles down the river, before his pursuers could overtake him. They fired a number of shots at him, but without effect.

Abandoning the boat he fled into the jungle, closely followed by the howling mob. He had gone but a short distance when his feet were caught by a vine and he fell head-long into the mire. THE ACCIDENT SAVED HIM. For the tall marsh grass covered him, and the nature of the ground prevented the leaving of a trail. Several times the mob passed so close he could have touched them with his hand, but after a brief search they left, doubtless thinking that he had gone to the river bank, a short distance further on. All that day and night and all the next day he lay in his hiding place, tormented by mosquitoes and in deadly fear of the moccasins that he could see in the grass. He could hear the voices of the negroes from time to time and was afraid to stir. At last they passed him on their return to the landing place, and he knew from what they said that they were satisfied that he had left the island.

When darkness came he crept down by the river bank and plunged in to swim to the Arkansas shore, half a mile distant. He reached the bank more dead than alive, and dragged himself along the levee all night, hoping to catch a boat. At daylight he reached the hut of a white fisherman, who gave him the first food he had tasted in three days. The fisherman's boat was gone to a point fifty miles below, which cut off any chance of escape in that quarter. He told that the levee above and below was patrolled for miles by armed negroes on the lookout for him. Again Huff turned and plunged into the swamps. Weak and weary as he was, he was

COMPELLED TO SWIM TWO LAKES in order to make the wide circuit that would enable him to elude the dusky watchers. About 5 o'clock the following afternoon he again reached the river. But no sooner had he mounted the levee than ten or fifteen negroes made their appearance and ran toward him with exultant shouts. "Better drown than be killed by these black devils, was Huff's despairing thought. Gathering his little remaining strength for the effort, he ran down the bank and leaped into the stream, diving as far as possible to escape the bullets that he knew would be sent after him. How he managed to escape drowning is a mystery. "I was past swimming," said Huff, in relating his experience to day, "and I do not remember anything that passed. The first thing I knew a log floated by me, and I crawled upon it. Some time during the night I hailed a passing boat, and was taken on board. Then I fainted away, and knew no more until a cabin boy waked me and said Memphis was in sight."

Telegram.

Mr. Whitney, General Passenger Agent of the St. Paul and Minneapolis and Manitoba railway, telegraphs as follows to their Canadian agent:—"St. Paul, Aug. 21, 1888.—The information is incorrect. While it is true that the slight frost was experienced in some parts of Minnesota and Dakota, yet it did no damage whatever."

"Crop of wheat in Dakota will be much larger than last year. Last year we handled thirty million bushels of wheat. This year we shall handle fifty million bushels. "Prospects are bright, weather magnificent, and everything confirms the farmer in the opinion that this is the land of seed-time and never-failing harvest."

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The six Australasian colonies of New South Wales, Western Australia, Tasmania, Victoria, Queensland and New Zealand produced last year 25,208,800 bushels of wheat, being an average of 14.8 bushels per acre. The New Zealand product alone was 6,297,600 bushels, and the average yield per acre was 24.9 bushels.

The Prussian Princess who is spoken of, both at Berlin and at St. Petersburg, as a very eligible wife for the Czarovich, is the Princess Margaret, the youngest of the four sisters of the present Emperor, who was born in April, 1872. She is the goddaughter of the Queen of Italy. The Slav party in Russia are desirous that the Czarovich, should marry one of the daughters of Prince Nicholas, of Montenegro, of whom two are being educated at St. Petersburg, as they are furious at the idea of the German influence, which has preponderated at the Russian court for the last 30 years, being renewed at the present juncture.

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