FARM STOCK

WINTER BEST TIME TO DEHORN CATTLE

Cattle with horns require more space at the feeding trough and the stronger animals hook the weaker away. It is a good practice, therefore, to dehorn cattle put on feed for fattening and because of the danger from flies and maggots in summer, the winter months are best for this operation.

"Two methods are commonly used for dehorning cattle," says Prof. R. S. Curtis of the animal husbandry division of the North Carolina state college. "Some successful growers use the saw, while others use the dehorning clippers. The clipper method is quicker but has a tendency to mash the horn and the horn core. Either method may be used but care should be taken to see that the horns are cut off close to the head, otherwise a stub horn will develop and will not only look bad but will leave the animal with the original disadvantage."

Professor Curtis recommends that a chute be constructed, where a large number are to be treated. This chute will confine the animal rigidly and the head is held firmly for the operation.

When the horns are removed, some feeders treat the stub with a covering of tar. This is not necessary in cold months, but the animal should be carefully watched so that maggots will not get into the wound. When the animals have been properly dehorned, hair will grow over the scar, giving the appearance of a naturally polled animal.

Professor Curtis states that purebred animals intended for the show ring should not be dehorned. If the herd is used only for breeding stock, the horns might be removed with profitable results.

Feeding Iodide to Pigs Tested by Iowa Station

The results of three pig-feeding trials in which the chief objective was to determine the influence of iodide feeding have been reported by the Iowa experiment station in research bulletin No. 86.

A summary of the three trials shows that the average daily gain of the pigs not receiving iodide was 1.372 pounds and the gain of the iodide group was 1.508 pounds. The feed required for 100 pounds gain for the first group mentioned was 450 pounds and for the iodide group 405 pounds. The daily gain was increased 9.91 per cent in the iodide group and the feed requirement reduced 10 per cent.

In the first trial the potassium iodide was added to a supplemental protein, vitamine, and mineral feed mixture at a rate of one-tenth of a pound to 1,000 pounds of feed and this was self-fed.

In the second trial the potassium iodide was added to a mineral mixture composed of equal parts of finely ground limestone, flake salt, and bone meal at the rate of one-tenth pound to 100 pounds of the mineral mixture. Ten pounds of this mixture were added to each 100 pounds of a supplemental protein feed mixture and this self-fed.

In the third trial the potassium iodide was added to a mineral mixture which made it then composed of 19.99 parts flake salt; high calcium limestone finely ground, 39.98 parts; spent bone black, 39.98 parts; and potassium iodide, .05 pound or 288 grains or .6 ounce apothecaries weight; total 100 pounds. This was self-fed.

Largest Litters Always Bring Biggest Profits

"The average size of litters of pigs for all breeds is less than five," says Howard J. Brant, swine extension man at the Wisconsin College of Agriculture. "The cost for each pig up to weaning time, according to an experiment carried out on a Wisconsin farm, is $2.09. If the litter average could be brought up to eight, the cost would be $1.57 each.

Since 52 cents may be saved on each pig at weaning time, it would seem a worth-while proposition to get at the causes of the losses. Figures compiled agree fairly well on 34 per cent being lost from birth to weaning time.

The causes for losses are listed here as given by the United States Department of Agriculture on farms in Illinois and Iowa: 9 per cent by sows lying on them, 5 per cent farrowed dead, 4 per cent farrowed weak, 3.5 per cent from intestinal infection, 3.3 per cent from premature birth, 2 per cent starved, 1.8 per cent scours, 1.6 per cent chilled, 1.5 per cent eaten by sows, 1 per cent sore mouth, and 2 per cent other miscellaneous causes.

Sheep as Scavengers

The sheep has been termed the "plant scavenger" of the farm. In fact, there are only a few of the weeds he will not eat during the early stage of his growth, and yet it must be remembered, say specialists at South Dakota state college, that the cured grasses must be of choice quality to secure the best results in feeding operations. Less permanent pasture is required for the sheep during the season than for any other farm animal.

Uncle Sam and His Nephews, the States, Are Collecting Over a Billion Dollars in Yearly Tolls on Motor Vehicles and Fuel

More Than Meets the Nation's Billion Dollar Highway Building Bill—Thomas H. MacDonald, Chief of the U. S. Bureau of Public Roads, Tells Striking Details.

By JUDSON C. WELLIVER

America has reverted to the ancient system of collecting tolls wherewith to build and maintain highways.

In 1925 these tolls amounted to $1,094,000,000, collected through motor licenses, gasoline taxes, property, corporation, income production and other taxes on automobiles, automobile manufactures, the petroleum industry, etc.

In the same year $1,003,000,000 was spent on rural roads. It took near a century to build $20,000,000,000 worth of railroads. A highway system costing that much will be created in twenty years at present rate.

GASOLINE TAXES BY STATES

States	Gas Tax per Gal. 1925	Collections 1925	States	Gas Tax per Gal. 1925	Collections 1925
Ala.	2	$ 2,140,801	N. H.	2	$ 700,000
Ark	4	3,668,995	N. J.	None	
Ariz.	3	848,275	N. Mex	3	537,356
Cal.	2	13,869,922	N. Y.	None	
Col.	2	1,864,521	N. C.	4	5,272,093
Conn.	2	1,308,808	N. D.	1	657,202
Del.	2	350,580	Ohio	2	9,129,845
Fla.	4	7,024,308	Okla.	2½	5,143,517
Ga.	4	4,421,314	Ore.	3	2,886,532
Idaho	3	939,873	Penna.	2	10,200,000
Ill.	None		R. I.	1	196,684
Ind.	3	6,792,481	S. C.	5	3,195,756
Iowa	2	3,215,404	S. D.	2	1,993,112
Kan.	2	2,376,994	Tenn.	3	3,193,453
Ky.	3	3,040,000	Tex.	1	3,744,097
La.	2	2,339,542	Utah	3½	975,558
Me.	3	2,000,000	Vt.	2	519,205
Md.	2	2,022,985	Va.	3	3,515,876
Mass.	None		Wash.	2	3,000,000
Minn.	2	3,863,940	W. Va.	3½	2,155,780
Mich.	2	9,000,000	Wis.	2	2,447,234
Miss.	3	2,439,683	Wyo.	2	460,971
Mo.	2	4,894,260	Dist. of Co.	2	787,656
Mont.	2	735,000			
Neb.	2	2,200,000	Total		$142,987,749
Nev.	4	318,216			

These are some of the high points presented by Thomas H. MacDonald, Chief of the Bureau of Public Roads, Department of Agriculture, in an interview on highway development.

"The equipment of this continent with modern roads has been the most amazing provision of a public utility that any community ever accomplished in a similar period," said Mr. MacDonald. "Historians say the Roman Empire was held together by its highway system, radiating from Rome to the Provinces. But America has converted a continent into a neighborhood within a few years.

"This accomplishment really represents the inauguration of a new system of taxation; a system of licenses and excises levied against particular privileges or classes of property, the proceeds being dedicated to highway development.

"For 1925 state taxes on gasoline aggregated $143,000,000. Add to that $263,500,000 for automobile registration and licenses; $150,000,000 as property taxes on the 20,000,000 automobiles; $143,420,709 as the Federal excise tax on automobiles, parts and accessories for 1925; $50,000,000 to represent wheelage taxes, special taxes on gasoline or cars, and fines collected from motor drivers. The total reaches approximately $749,930,709.

Nearly $1,100,000,000 Yearly Tolls

"But these figures do not include income and corporation taxes derived from the motor car business. Nor do they include state, local, production, corporation or income taxes of the petroleum industry. Yet that industry has a capitalization of about $9,000,000,000. A modest estimate for these, added to the preceding figures, makes a total of $1,094,930,709, which is considerably more than the entire amount spent on country roads.

"You observe that I have not included the government's expenditures of nearly $100,000,000 in Federal aid to road building. In the eight years from 1918 to 1925 inclusive, the Government has contributed $460,000,000 to help the states build roads. That is considerably less than half of what the country spent on roads in either 1924 or 1925. Moreover, in the same eight years, while the Government was distributing that $460,000,000 to the states, it collected $873,000,000 in internal revenue taxes on motor cars, parts and accessories. Other hundreds of millions were collected in income and corporation taxes from motor car manufacturers and dealers. Thus it appears that Federal contribution to roads as compared to the contribution of people who make and use the cars and the gasoline has been decidedly modest.

"But, while Federal contribution is only about 10 per cent of highway expense, it has accomplished results altogether out of proportion to its amount. First, it was an incentive to the States. The Government required them to invest as much as it contributed. Then the Government takes part in a general supervision of construction and a share in determining routes. So we have built roads on better standards, and have got them organized into a truly national system instead of forty-eight state systems.

Unifying the Road System

"Some day it will be realized that this was the most valuable contribution. Driving from Boston to New York, a man may pass through four states. Every one might have a splendid higaway system; but if these did not articulate at the state lines the trip would be almost impossible. Thanks to the systematization under Federal influence, country roads are as superior to state boundary lines as are railroads.

"The Federal highway act of 1921 required that a complete nation-reaching system of roads be designated within two years, as the roads to which Uncle Sam would give assistance. It was found that there were 2,866,061 miles of highway in the country. Of these 7 per cent, or 200,624 miles, were to be included in the national system, eligible for Federal aid. Nearly every mile of that 2,866,061 was a candidate for designation as a Federal highway. But in the end the system was laid out as a truly national one.

"When the map was published it showed nearly the 200,000 miles of designated routes. Since then 46,485 miles of these roads have been improved, nearly 13,000 more are under construction, and over 2,000 have been approved for early beginning of work. In addition to that many states have built, without Federal aid, extensive sections which are included within this national system. In fact, these state contributions aggregate 55,000 miles, so that approximately two-thirds of the 200,000 mile national highway system has already been improved.

Uncle Sam as Road Supervisor

"Along with all of this, there is the Federal supervision over construction and maintenance. When Uncle Sam helps build a road he reserves authority to require its proper maintenance. Then there is the business of uniform marking along highways, which makes it possible for motorists to drive thousands of miles on a designated route whose markings become so familiar that after a few miles he need not ask directions.

"Finally Federal participation has made possible a great number of bridges at strategic points. Some of these have been needed for years, yet state and local authorities have been unable to provide them, partly because of the cost, partly because of competition between routes. When a stream separates two counties, or two states, it is often impossible to get them to agree where to build or how to divide the cost of a bridge. In such cases the Federal authority has repeatedly mediated differences and secured construction. Let me mention some instances.

"Missouri has been a state for over a century. Divided east and west by the Missouri river, communication between the two sections has been limited, to the state's disadvantage. Four bridges across the river were required in the national highway program, and Federal co-operation with the state of Missouri has made them possible. Two are completed, the others are under construction. The four will cost a little more than $2,000,000, the Federal contribution being nearly $1,000,000.

Getting Bridges Constructed

"Another bridge that has a peculiar importance, both locally and nationally, has been needed for generations across Raritan bay, New Jersey. It is one of the links in the chain of communication between New York city and the country at large. In 1924 New Jersey had some $700,000 of Federal aid allotted to her roads and in 1925 over $1,000,000. So the state agreed that this Raritan bridge should be built, costing about $4,000,000. Federal funds made up about one-third of the amount. The bridge, over a mile and a half long, is now nearly completed.

"Such illustrations might be multiplied indefinitely. National participation has repeatedly made possible the accomplishment of vitally important highway development."

According to the American Petroleum Institute, the gasoline tax was first imposed in 1919 in Oregon. It has now been adopted by all the states except New York, Illinois, New Jersey and Massachusetts. The tendency has been continually to increase the rate of tax per gallon. As late as 1921 gasoline taxes for the entire country were only about $5,000,000; in 1922, $12,000,000; in 1923, almost $37,000,000; in 1924, $79,000,000, and in 1925, $142,987,749.

With good prospects that the "gas" tax will be adopted soon by states which do not have it now and with the gallonage rates being increased in other states, it is calculated that this tax alone will soon raise $200,000,000 a year, quite possibly during 1926.

Propagate Currants and Gooseberries

Cuttings May Be Made From Vigorous Bushes.

For those who would like to plant a few currant or gooseberry bushes, but do not wish to go to the trouble of getting them from a nursery, propagation by cuttings is suggested by the New Jersey State College of Agriculture as a very easy and economical method.

Cuttings may be made from vigorous healthy bushes any time during fall, winter or early spring. If made during the spring, care must be taken to see that the plants from which cuttings are taken are still perfectly dormant. The lower and middle portions of vigorous, one-year-old wood should be cut into lengths of six or eight inches. The cuttings are then tied in bundles of 50 with the bases of the cuttings all pointing the same way. These bundles should then be buried upside down in light, well drained soil, and completely covered in such a way that there will be two or three inches of soil over the ends of the bundles. The base of the cuttings will begin to callous over two or three weeks after they are buried. If the ground is frozen, the cuttings may be stored in a cool place in sand or soil which must be kept moist until they can be buried outside.

As soon as the soil is in a tillable condition in spring the cuttings may be planted six inches apart in the nursery row. The depth of planting should be such that only one or two buds are above the surface of the ground.

Where only one or two additional plants are desired, they may easily be secured by layering, which consists of bending some of the side branches down to the ground, and covering them with a small mound of soil until roots are formed.

Cuttings From Canes to Obtain Desired Grapes

Grape varieties do not as a rule come true from seed, although some of the young plants may closely resemble the parent. The only sure way to obtain plants just like the desired variety is to make cuttings from the canes of the past season's growth. These are taken some time after leaf-fall, and preferable after several hard freezes. The cuttings are usually made in 10 to 12-inch lengths. The lower cut is made very closely to the lower bud, and sometimes even through the node. The upper cut is made an inch or more above the upper bud. The cuttings thus made are then placed in bundles with the butt or lower ends all at the same level and buried in a trench or pit with the butt ends up and with the cuttings in a vertical position. Three or four inches of soil is sufficient over the ends. The soil in which the heeling is done should be open and well drained. When the soil has warmed sufficiently in the spring so that the cuttings may be planted out they are placed almost vertically in a trench with the butt ends down and to a depth so that the upper bud is just even with the soil when the trench is filled. The cuttings are usually spaced 2 or 3 inches in the trench.

Improving Hen Flocks

Many poultry keepers are successful in improving their flocks by paying attention to the type of birds that they use as breeders. If your own stock is not satisfactory, it may be more economical to purchase new stock than to attempt to improve your own. However, be sure that the new stock is superior to yours and when once a satisfactory stock is obtained, do not destroy it by constantly bringing in new blood.

Keep Cows Contented

Feeding cows for production, regardless of cost, and feeding for economical production are two very different things. One can cause a decided increase, but with also a very decided expense, for a cow crowded beyond a natural milk capacity must of necessity be fed at a greatly increased cost.

Farm Hints

A legume not only increases the production of crops which follow it in rotation, but provides a valuable feed in itself.

* * *

Cribbed corn shrinks on the average about 16 per cent from November to June. Most of the shrinkage occurs during April and May.

* * *

Are the brood sows getting plenty of exercise these winter days? Be sure that they also get sufficient protein and mineral matter to maintain their body weight and develop a good litter of pigs.

* * *

Fall-sown wheat on a piece of poorish land is a good place to apply winter manure. At the Kansas station only two and a half tons of manure to the acre increased the wheat yield seven bushels.

* * *

Tune up the wheel hoe. See that cultivator teeth and hoes are sharp, metal parts well greased, and handles in good condition. Order replacements for broken parts as well as some extra teeth and hoes to have on hand.

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SITE OF THE FIRST PHONE MESSAGE



Walter S. Gifford (left), president of the American Telephone and Telegraph Company, and Leonard H. Kinnard (right), president of the Bell Telephone Company of Pennsylvania and Associated Companies, are shown standing on the exact spot where Alexander Graham Bell first talked over his invention at the Centennial Exposition 50 years ago. In the background can be seen Memorial Hall, relic of the Centennial, and which is now being used as a museum. It was on this spot that Don Pedro, then Emperor of Brazil, met the 29-year-old inventor and exclaimed, "My God, it talks!" when he heard Bell's voice come over the wire. The exhibits to be staged by the organization these men represent will be one of the great features of the Sesqui-Centennial International Exposition, which opens in Philadelphia June 1 and continues to December 1 to celebrate the 150th anniversary of the signing of the Declaration of Independence.

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