The DAIRY

MILK AND CREAM CONTESTS

Producers and Dealers Enter Novel Contest to Improve Quality to City Consumers.

(Prepared by the United States Department of Agriculture.)

Friendly rivalry among milk producers and dealers is an important feature in the improvement of the milk supplies of cities, says Department Circular 53, "Milk and Cream Contests." The two kinds of contests—the one in which the dairymen prepare their own samples of milk or cream especially for the contest and the one in which samples are collected on the street without previous notification to the producers—are discussed in detail. The discussion includes the method of preparing milk and cream for entry in contests, the method of scoring on cards prepared by the dairy division of the bureau of animal industry, shipping and handling at destination, laboratory equipment for conducting contests, methods

Measuring Milk With a Glass Tube Onto a Sterile Plate, Preparatory to Making a Bacteria Examination in a Milk and Cream Contest—This Step Is Called "Plating."

of analyzing and testing, and publicity methods in connection with milk and cream contests.

Copies of the circular may be had free by interested persons on application to the division of publications, department of agriculture.

RAFFLE OF PUREBRED CALVES

Novel Idea Introduced in Wisconsin County to Promote the Cause of Better Sires.

(Prepared by the United States Department of Agriculture.)

A novel form of raffle has been employed in Lincoln county, Wisconsin, by the members of a newly organized Holstein cattle association to promote the cause of better sires. With the profit the association derived from the sale of 32 head of cattle which it brought in from the southern part of the state, and from the sale of several other animals secured locally, the association bought eight purebred bull calves. The method by which these calves were distributed resembled a raffle. However, no fee was exacted of "chance" takers, but instead all were required to join the association. In every instance the bull went to men who had not had purebred bulls previously or who had manifested little interest in the purebred stock movement.

ECONOMY IN FUEL FOR DAIRY

Specialists Advise That All Waste Steam Be Utilized During the Current Winter.

(Prepared by the United States Department of Agriculture.)

Many factory operations of the dairy industry require the use of heat, although they demand little power. As exhaust steam contains about 90 per cent of its original heat, it can be advantageously used in pasteurizing milk and cream, and in sterilizing dairy equipment in the average commercial plant, according to specialists. They advise that all dairy factory men utilize this waste steam during the current winter, when fuel may be scarce and high in price. Information on how to use steam effectively will be furnished free of charge when request is made to the United States department of agriculture, Washington, D. C.

WATER FOR COWS IN WINTER

If Highest Production Is to Be Maintained Drinking Water Must Be Warmed.

Cows frequently refuse to drink the water in an icy trough. A cow must be thirsty, indeed, before she will fill herself with freezing water. It is necessary, in view of the fact that milk contains about 87 per cent water, to warm the drinking water for dairy cows if highest possible production is to be maintained. Unless the cow drinks a sufficient quantity of water her milk production will diminish, and she will not drink enough unless it is warm. Suitable shelter from cold rains and raw winds is another comfort which the cow will repay in milk.

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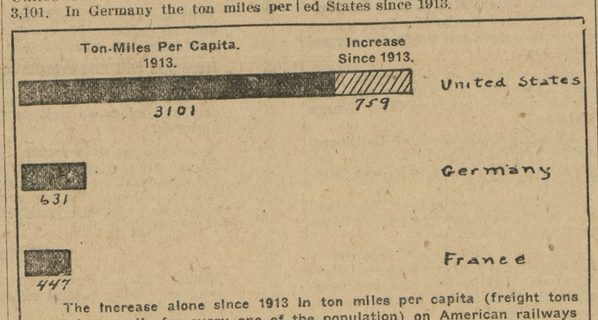
AMERICANS BIGGEST USERS OF RAILROADS; SERVICE HERE FAR OUTSTRIPS EUROPE

The railways of the United States in point of actual railway service lead the world. Americans buy more railway service, and a greater amount of transportation is supplied and used in the United States than in any other country.

According to statistics prepared by the Bureau of Railway Economics, the ton miles per capita carried by United States railroads in 1913 were almost five times the ton miles per capita carried by Germany, which was second to the United States in this respect. The ton miles per capita carried by the United States railroads in 1913 were 3,101. In Germany the ton miles per capita carried by the railroads were 631 and in France 447.

Since 1913 the increase in ton miles per capita carried by the railroads of the United States was more than the total carried by either of the two other countries in that year. In comparison with the total of 631 carried by the railroads in Germany and the total of 447 carried by the railroads in France the increase carried by the railroads in the United States since 1913 was 759 ton miles per capita.

The chart below shows the transportation supplied in the United States, Germany and France in 1913 and the increase in railroad service in the United States since 1913.



The increase alone since 1913 in ton miles per capita (freight tons carried one mile for every one of the population) on American railways was more than the total of any of the next leading countries for 1913, the last year for which comparative data is available.

TRAFFIC INCREASE TREBLED SINCE 1898

Greater Efficiency Enabled Railroads to Meet Country's Growing Demands.

The American railroads are more than one-third of the railways of the world. The traffic hauled on the railways of the United States is now three times as great as it was twenty years ago. In four months now the railroads carry as much freight and as many passengers as they did then in a year. In the three months alone of the harvest movement in 1919 the traffic equaled that of the whole year of 1898.

In 1898 freight ton miles carried by the railroads of the country were more than 100,000,000,000 a year. In 1910 they were more than 250,000,000,000, in 1913 more than 300,000,000,000 and in 1918 more than 400,000,000,000. Although the railway mileage increased only about 65 per cent since 1890, improvements in tracks, terminals, equipment, etc., have been so marked that the volume of goods carried (measured in the number of freight tons carried one mile) increased more than five times from 1890 to 1917.

Increased Efficiency.

Taking account of both freight and passenger service, the railroads in 1900 hauled 186,000 traffic units (freight tons carried one mile, plus passengers carried one mile) for each railway employee. By 1917, the last year of private operation of the railroads prior to the entry of the United States into the war, that 186,000 had been increased to 296,000.

The following table shows the increase in efficiency of American railroads since 1900, which enabled the railroads to keep pace with the growth of the country:

Ton miles increased	190%
Passenger miles increased	170%
Trackage increased	56%
Cars and engine increased	75%
Workers increased	85%
Output per worker increased	60%
Average train load increased	130%

These figures show that the traffic hauled by the railroads of the country has increased more than three times as fast as the trackage, more than twice as fast as the equipment and more than twice as fast as the number of workers. This has been made possible by far-sighted investment of new capital to increase the efficiency of the transportation facilities and thereby enable the railroads to increase the amount of traffic handled and reduce the amount of labor required to handle it.

Urge Adequate Rates.

In a resolution adopted by the Association of Life Insurance Presidents the heads of the country's large insurance companies express their attitude toward the railroad situation as follows:

"Rehabilitation of the railroads and establishment by law of rates adequate to provide for the present and future demands of our growing commerce and to stabilize the credit and securities of the roads."

Protection for Public.

The executive council of the National Association of Credit Men in a public statement on the credit situation of the country says:

"The council in its consideration of the transfer of the railways to private control felt that it is of the highest importance that the railways be protected from the dangers of receivership and the public assured against uninterrupted service."

Pneumonia often follows a **Neglected Cold**
KILL THE COLD!
HILL'S CASCARA QUININE BROMIDE
Standard cold remedy for 20 years—in tablet form—safe, sure, no opiates—breaks up a cold in 24 hours—relieves grip in 3 days. Money back if it fails. The genuine box has a Red top with Mr. Hill's picture.
At All Drug Stores

DEFERRED WORK ADDS TO RAILROADS' TASK

Large Capital Expenditures Required, Says Hines—Impossible to Do All Now.

In order to keep pace with the growth of business and production in this country and the demand for increased transportation facilities an enormous amount of railroad work must be done in the next few years which will require the investment of billions of dollars of new money. This is essential not only to maintain the railways at their normal high standard of service and efficiency, but also to make up for ordinary expansion and improvement needs on existing lines which were interrupted by the war and to a large extent deferred altogether.

Railroad managers realize that even if the necessary new capital was available it would be practically a physical impossibility for the railroads to accomplish any large part of this delayed and accumulated work during the present year. Consequently the most vital needs of the railroads will receive first consideration in the plans for the immediate future so that the public demands in the months of heaviest traffic may be served as efficiently as possible.

Vast Amount of Work to Be Done.

Walker D. Hines, Director General of Railroads under government control, emphasized this task facing the railroads after their return to private operation in a letter to Senator Albert B. Cummins, chairman of Senate Interstate Commerce Committee, and Representative John J. Esch, chairman of the House Committee on Interstate and Foreign Commerce. Mr. Hines presented this phase of the railroad problem to them in urging the necessity for pressing the railroad legislation and to point out that delay would "seriously impair the public service by virtually suspending improvements and the acquisition of equipment."

"In order to keep abreast of the growth of business in this country," wrote Mr. Hines, "it is indispensable that railroads should continue to spend large sums in the acquisition of new equipment, the enlargement and unification of terminals and the construction of additional and the enlargement of existing shops, engine houses, turntables, etc., and in the carrying forward of normal programs for the revision of grades, construction of additional main line tracks, longer and more numerous passing tracks, etc.

"A vast amount of work now remains to be done," he added, "which the intervention of the war has necessarily delayed and accumulated, and the result is that during the year 1920 very large capital expenditures ought to be made to make up for the interruptions inevitably due to the war and to prepare the railroads to serve adequately the increased traffic throughout the country.

"In the year or two prior to the beginning of federal control this work was largely arrested by the difficulties of securing materials and labor and also by the difficulty of securing new capital. During the year 1918 this work was largely restricted to things which could be promptly done and which would have a relation to winning the war and also restricted by the scarcity of materials. The result was that comprehensive programs for developing the railroads were largely interrupted.

"During the calendar year 1919 there has been unavoidably an almost complete stoppage of all these matters because of the prospect of early termination of federal control and the resulting indisposition on the part of Congress to make appropriations."

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find occasion, now and then, to do your shopping in Baltimore, and, naturally, you want to shop at the specialty store with largest assortments—and The Hub is THAT store.

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There are many shops within this large specialty shop—supplying thousands of men, women and children with their under and outer apparel.

Whether you come to Baltimore or not, our Mail Order Department will be pleased to receive your orders—and your wants will be attended to promptly and courteously.

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The record itself tells a most beautiful story.

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Real Estate

The time has arrived when the tenant farmer must buy To rent a farm today means a lease for 12 months or less.

Every man having a family should protect that family. Own a home is one method.

To own a substantial life insurance is another. One is contingent on the other and both are essential.

Listen, friends, do not delay. Time is the greatest factor in modern life. Get up among the leaders. Small initial payments.

Pay while you save.

Save while you pay.

Establish a credit and be a man.

C. F. PARKS & CO.
CHESTERTOWN, MD.
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NOTICE TO Traveling Public

The section of road from Still Pond town to Redding's Corner will be closed to traffic from May 1st to June 1st on account of repairs to same.

The public are notified to detour when traveling in this section.

By order
GAULT APPLEGARTH,
m1-4t Road Engineer.

Goodyear Leadership—and Tires for the Smaller Cars

Enormous resources and scrupulous care have produced in Goodyear Tires for the smaller cars a high relative value not exceeded even in the famous Goodyear Cords on the world's highest-priced automobiles.

In addition to its larger sizes, Goodyear manufactures an average of 20,000 small car tires a day in the world's largest tire factory devoted solely to the 30x3-, 30x3½-, and 31x4-inch sizes.

Last year more cars using these sizes were factory-equipped with Goodyear Tires than with any other kind.

Their extreme worth is available for your Ford, Chevrolet, Dort, Maxwell, or other car using one of these sizes, at the nearest Goodyear Service Station. Go there for these tires and Goodyear Heavy Tourist Tubes.

30x3½ Goodyear Double-Cure Fabric, All-Weather Tread $23.50

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Goodyear Heavy Tourist Tubes are built to protect casings. Why endanger a good casing with a cheap tube? Goodyear Heavy Tourist Tubes cost little more than tubes of less merit. 30 x 3½ size *in waterproof bag* $4.50

GOODYEAR

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