

ONE WEEK CORSET SALE

Beginning Saturday, August 21st

Will Place on Sale

FOR ONE WEEK ONLY

Our entire stock of NEMO Corsets at One-Half Regular Prices

\$5.00	—	values	this	sale	—	\$2.50
4.00	—	values	this	sale	—	2.00
3.00	—	values	this	sale	—	1.50
2.00	—	values	this	sale	—	1.00

Sizes 19 to 36

Ladies' and Misses' Summer Dresses, special during this sale
ONE-HALF REGULAR PRICE

Ladies' Summer Wash Skirts, all large sizes, special during this sale - **98c**

SALE CLOSSES SATURDAY, AUG. 28th

K. J. Saralseth Co.

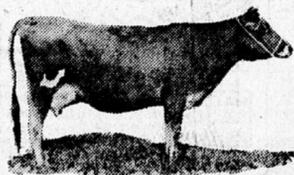
THE BIG STORE

FEEDING COWS FOR MILK PRODUCTION

There are no hard or fast rules to be followed in feeding cattle. The man in charge of a herd, to obtain the best results, must study the demands and requirements of each cow, says Hoard's Dairyman. When the statement is made, "Feed a pound of grain for each three or four pounds of milk produced," it is but a general direction.

The amount of roughage fed should be about two-thirds of the entire ration and the grain one-third.

When cows first freshen they should be fed lightly and as they come to their milk flow the grain should be gradually increased. The increase may be kept up so long as the cow returns a profitable flow of milk for grain consumed and does not go beyond the danger point in feeding, which is fifteen to eighteen pounds of grain per cow per day. When the cow has reached her maximum production then the grain should be reduced a little in order to make sure that not too much grain is being fed. It may be said that cows producing more than twenty-five pounds of milk per day will not require quite as much feed per given amount of milk as cows producing less, for no matter how much milk a cow produces



Although of rather small size, as dairy cows go, the Jersey is a splendid producer of milk rich in butter fat. In quantity of production the Jersey also stands in the front rank. As a family cow the Jersey is unexcelled, being a very persistent milker. Often it is difficult to dry up a Jersey cow, and she will give milk right up to calving time. The Jersey cow shown is owned by the Delaware Agricultural college.

the maintenance ration must be supplied, which is a large portion of the entire ration fed to the cow.

As the cow decreases in milk flow the grain should be decreased accordingly. When the cow is dry, if she is in good flesh, no grain need be given

providing she is fed a good quality of roughage, such as clover hay and corn silage.

There is nothing like knowing the amount of grain and the amount of feed fed every day to determine when the greatest returns or the most profitable returns are being secured. The milk sheet will readily indicate whether the cow is receiving all the grain she should have, whether she is properly milked and cared for, etc. If it does not seem advisable to weigh the milk each day we would urge that it be weighed at least once a week.

FEEDING THE CALF.

Grain Ration Should Be Fed Dry, Not Given in the Milk.

In feeding skim milk to calves it should be warmed to body temperature and always fed sweet, writes C. S. Greene in Rural New Yorker. All pails and buckets used in feeding should be kept sweet and clean, as much damage may be caused by insanitary methods. Feeding three times a day is beneficial while the calf is young, but at the age of two or three months twice a day is all that is necessary.

A good grain ration may be made of three parts cornmeal, three parts ground oats, one part wheat bran and one part oil meal. It is better to feed this immediately after the milk in the same bucket instead of mixing it with the milk. In this way the dry grain is eaten slowly, giving it a chance to be masticated and mixed with the saliva instead of being washed down with the milk.

A little hay should be given once or twice a day after the calf is three or four weeks old. For this purpose there is nothing better than fine second crop alsike clover well cured. If this is not available early cut clover or alfalfa will answer the purpose if of fine quality. The grain ration can be increased gradually as the calf grows, the usual amount being from a half to a pound of grain for every 100 pounds live weight of the calf, but of course this must be regulated by the feeder. Do not make any abrupt changes in feed, but make them very gradually, extending over at least two weeks for a complete change like from hay to grass.

French Salad Dressing.

The ordinary French dressing (three tablespoonfuls oil, one and one-half tablespoonfuls vinegar, one-quarter level teaspoonful salt, one-eighth level teaspoonful pepper) will moisten one pint of salad.

SPLENDID TOILET HINT.

How to Preserve the Teeth by Fastidious Care.

Bad teeth are a very severe handicap to a pretty face—or to a plain one, for that matter—and a handicap also to one's health. Unbounded mischief is caused through neglected teeth; neuralgia, indigestion—often leading to serious internal trouble—defective eyesight, and so on.

It is a significant fact that British authorities have declined, on the score of defective teeth, to accept the services of many young men wishing to enlist for the war.

In our grandmothers' days dentistry was practically unknown and the toothbrush a new item among one's toilet articles. A dose of medicine was supposed to cure the face ache. But today, amid all our modern improvements, a visit to the dentist is neither an expensive nor a very terrible affair, and there is really no excuse for neglected teeth.

Decay is, of course, the most dreaded factor in connection with teeth. But prevention is better than cure, and we can ourselves keep decay at bay if proper precautions are used.

Teeth should be cleaned at least twice a day, and a mouth wash used after meals to remove food secretions will also prove beneficial. An excellent recipe may be prepared as follows:

Oil of peppermint..... 1 part.
Thymol..... 4 parts
Tincture of myrrh..... 8 parts
Water..... 100 parts
Alcohol (90 per cent)..... 500 parts

Shake well and add a few drops to a glass of warm water. Any chemist will make it up cheaply.

One of the most cleansing properties is precipitated chalk mixed with a little cold water. It not only prevents decay, but preserves the enamel and helps to keep the whole mouth in a healthy condition. This preparation should be applied to the teeth and gums night and morning and the toothbrush rubbed up and down into every crevice.

After cleaning the teeth it is a good plan to drop the brush into a half tumbler of soda water. The toothbrush needs its daily wash just as much as anything else, and the soda will cleanse it from any impurities which may lurk between its bristles.

Sweets and acid properties attack the enamel of the teeth. If the mouth is rinsed out with limewater this will preserve the whiteness.

Don't ever put pins or needles in your mouth. It is one of the easiest means of promoting decay. If necessary fine

silk thread or dental floss may be drawn through the crevices.

Dark stains are often due to a deposit of tartar, which is apt to form along the bottom row of teeth. Scaling by a reliable dentist should take place at regular intervals, and the trouble will thus be removed.

A sound set of teeth is a great blessing to its owner, but on the slightest signs of decay it is always best to consult a dentist. One decayed tooth may ruin three or four others, however sound they may appear, and, though we may in later years have substitutes, no teeth are ever quite the same as those nature provided us with originally.

How the Needlewoman Can Set Colors in Wools.

A needlewoman who does a great deal of embroidery in colored wools always takes the precaution of setting the colors before using them.

She soaks the wools for at least an hour in boiling water to which a teaspoonful of vinegar has been added. At the end of an hour she hangs them up to dry, patting but not wringing out the moisture.

The first finger of the left hand of the woman who does much sewing, embroidering or crocheting becomes much disfigured because of pricking of the needle. In some instances the finger becomes very sore.

To prevent disfigurement and soreness put a strip of court plaster on the fingers. Such precaution is especially worth while when working on delicate fabrics.

BRAKING WITH THE MOTOR.

Serves to Cool Engines as Well as Save Brake Wear.

As generally practiced, the use of the motor as a brake has serious faults, but when the driver of a car learns the proper method of applying the forces he controls to this purpose the majority of the disadvantages vanish with their cause and there is added to the control of the car a powerful factor of safety, writes a correspondent of the Automobile Dealer and Repairer.

The engine should be shut off, with the throttle closed at the top of the hill. The car being in high gear, the driver is ready for the descent, with clutch out.

The foot brakes should first be lightly applied and the clutch slowly let in until it begins to grip and to turn the engine slowly. The engine will offer the greatest resistance at the slowest possible speed. The engine may be then kept at a very slow speed by

varying the clutch pressure and the brakes will be found to be relieved of at least one-half the pressure needed to hold the car by that means alone. If the grade is very bad and the brakes are inefficient second speed or even low may be used in the same manner.

This will not injure the clutch. The power required to turn the engine is so slight in proportion to the power transmitted by the clutch in driving the car that it will grip entirely before receiving injurious pressure.

To use the motor as a brake to the best advantage the gears must be shifted in accordance with the severity of the grade. If nothing out of the ordinary there is no necessity of changing from the direct drive; if rather bad use second; if very bad use first. Shift on the brow of the hill before the car gathers any momentum and immediately shut off the ignition, taking care in so doing that the switch is not shoved from the magneto clear over to the battery. Where the car is not equipped with a good kick switch, with plenty of space between the points, test this by pressing the accelerator gingerly. If there is no response the car is then running the motor and the latter is acting as an air compressor. The lower the gear, occasioned by dropping into second or first, the faster the motor must run for each revolution of the rear wheels and the greater its retarding power. Supplement this by using the pedal brake from time to time. If much recourse to the latter be necessary a lower gear should have been engaged at the top of the hill, and the driver will soon learn to gauge this from experience.

Most cars have the emergency and

clutch unconnected so this brake must not be touched, but it is never necessary. No harm whatever can result to the motor, as even when descending a steep grade with low engaged, it is not working anything like as hard as it would have to in climbing the same hill. Moreover, it is working on cool air and the brief respite puts it in better condition to climb the next hill.

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