

the Post Office Department. That is not a safe conclusion to draw. As I will show in later articles, the increased receipts from the rural delivery service are very much less than the expenditures that the service involves. It is probable that were it not for the rural delivery service the United States Post Office Department would have a large surplus instead of a deficit. The decrease in the annual deficits has been due to other causes, rather than the increased receipts from rural delivery. The important part of the figures quoted, lies in the fact, that they show that the expenditures on rural delivery are not so great

hours. To increase the fertility of my soil, I have made use of the manure from the stables. The manure from 30 head of cattle, from my horses, sheep and pigs, has been hauled to the fields each day during the winter months, and spread upon the corn and root land. I have plowed under fields of rye, buckwheat and clover as well. My system of rotation is a five year one, the first year corn and roots, followed by either wheat or barley, this being seeded to grass, and left from one to three years.—G. H. McKenzie, York Co.

Commuting Statute Labor

No movement has done more to improve the ordinary roads of the country, than that of commuting statute labor, at a certain rate per day. The statute labor plan of road improvement, while it served a good purpose when the country was new, and the farmers had not much ready money, has, in many places, degenerated into little more than a pretence at road-making. Valuable time is wasted, no permanent plan is followed, and, as a rule, the roads operated on show little improvement from year to year. If John Smith is pathmaster in 1907, he has most of the work done in front of his own farm, or where it will do him the most good. If William Jones is appointed to the office in 1908, he immediately begins to look after his own interests and has the work of that year performed on the road he uses the most; and so the process goes on from year to year, without any regard to the general needs of the community, and the permanent improvement of the roads after a definite and prearranged plan. When John Smith is pathmaster, William Jones does as little as he can, and vice versa, when the latter is in charge. There is no incentive to do faithful and permanent work.

With the commuted statute labor plan, things are different. The money is paid into the general fund of the municipality, and is expended after some definite plan of road improvement. Men and teams are hired to do the work, and a full day's work is expected from each one; or contracts are let for specific work, and the roads generally brought up to a higher standard. The commuted tax is often supplemented by substantial grants from the township funds, and the whole expended under the direction of some one who knows something about road making. The same person usually looks after the work from year to year, which tends to uniformity and permanency.

Commuting statute labor has been found to work well, where given a chance. Townships following the old plan should look into it, and give it a trial. Whenever tried, and thoroughly tested, the people do not go back to the old plan. The following letters from several recs of townships, where the commuting system has been in force, show the satisfaction it is giving:

SIDNEY TP., HASTINGS CO.

Our township commuted its statute labor eight years ago, at 50 cents a day. In addition, we spend about \$1,000 every year out of the general fund, which brings it up to 75 cents a day. Since its adoption our roads have greatly improved, and the new system is giving general satisfaction.

S. T. Vandervort, Reeve.

SALT FLEET TOWNSHIP, WENTWORTH CO.

This township commuted the statute labor several years ago, and it has proven to be far in advance of the old system. It is commuted at 35 cents a day. To start with, it ought to be commuted at not less than 50 cents a day, as there is always a lot of grading to do at the beginning.

We divided the township into three parts and appointed a road commissioner for each part. Each commissioner is supplied with a road

grader. In this way we find that we can get more work done at 35 cents a day than under the old system at \$1.00 a day.

Geo. Mullen, Reeve.

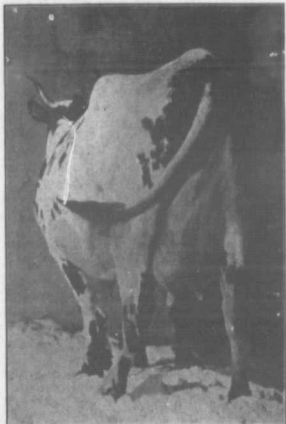
COULBORN TOWNSHIP, CARLETON CO.

We commuted statute labor seven years ago at 60 cents a day. But the rate should be \$1 a day, as we have to make up the difference in a general levy. There is a movement here this year to abolish statute labor altogether. It does not seem reasonable to collect money from two sources to spend on one line of work. A heavier township levy will be made, which will relieve the clerk and treasurer of a lot of work.

Commuting the statute labor has given good satisfaction. Our township is now called the good roads township, so much have the roads been improved since the change was made. Careful work needs to be done at the beginning. The township is divided into four parts, and a road commissioner appointed for each one. The money collected is divided according to the assessed value of each division, so that where land is good and farmers pay heavier taxes, they have more money expended on their roads. Each commissioner is paid \$2.50 a day for the time he devotes to the roads. He pays his own expenses out of this. Where the haul is long, gravel is put on the roads in winter. Labor is cheaper then, and the roads are not spoiled by hauling heavy loads over them.

S. A. Jinkenson, Reeve.

One may, by chance, attain some success by selecting and mating his breeding stock in a haphazard way, from outside and individual appearances. These chances, however, are as few and uncertain as the peas that a blind pigeon finds. Many great milking cows have been produced in the by-gone years, but the number has been so insignificantly small, in comparison with the thousands of ordinary producers, that the intelligent and progressive breeder is not satisfied with this. He will make use of more reliable means to accomplish his desired object. In this connection, official testing and the system of advanced registry has done much for the dairy industry.—H. Boller, Oxford Co.



Almada - 19282.

This Ayrshire cow is owned by Gus Langelier, Stidocia Farm, Cap Rouge, Que. She has an official record of giving the fat in twelve months. She is not only a heavy producer but is a splendid breeder as well. Her daughter Stidocia Lily appears on this page.

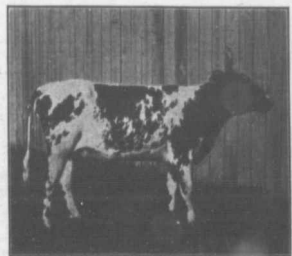
as to be a serious burden on the people of the United States, and, therefore, that there is little or no reason to be alarmed over the "enormous expenditures" for free rural delivery that we have been told so much about.—H. B. C.

How I Built up my Farm

Ed. The Dairyman and Farming World.—When I moved to my farm in 1898, the fences and outbuildings were in a dilapidated condition, with the exception of one building, which was used as a stable for twelve cows and five horses. I commenced improvements at once, and have continued to do some improving every year since. I first built a silo, then dug a well 128 feet deep, and placed a windmill to pump the water for my stock. I have done some fencing every year from the start, and now have 240 rods of cross fences, and 300 rods of woven wire fence. When I built the barn, I obtained the stone for the basement wall from the fields. I was two years in collecting them in spare time. Many of them were dug out of the ground in the fields and wood lot. In this way I was put to little expense for the stone.

I am a strong believer in under-drainage, and have done a great deal of it, though I still have some to do. Under-drainage is one of the best investments I ever made. Some of the fields paid for the cost of draining in one year's crop.

The rear end of my farm was badly infested with mustard. To get rid of it, I followed a method of constant cultivation, sowing corn and roots and hand-pulling the mustard each year. I now have it under control. Last year, one man pulled the mustard, and cut the thistles, in a few



Stidocia Lily - 19257.

This is the two-year-old heifer the daughter of Almada, owned by Mr. Gus Langelier. She qualified for the Record of performance by giving 628 lbs. of milk in less than 20 months. She is the living proof that large producers will produce their like. The photo was taken in her yearling form.

The best way to keep horses' necks and shoulders from getting sore is to be careful at the beginning of the season's work. Once the skin is worn off the neck or shoulders, it is difficult to heal it over while the horse is working. Badly fitting collars and dirty sweat pads are responsible for many bad shoulders and necks. Horses allowed to stand in the stable with sweat pads saturated with perspiration are sure to get tender where the collar pulls.—A. L. Jones, Wentworth Co., Ont.