

## THE FARMER'S ADVOCATE AND HOME MAGAZINE

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IN THE DOMINION.

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JOHN WELD, MANAGER.

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The value of good roads can scarcely be estimated, but the report states that they would cut in two the time now spent in marketing produce and in driving on the roads for all purposes. Good roads increase land values, lessen cost of transportation, improve marketing facilities, and extend social privileges, largely overcoming the isolation of farm life.

There were, during 1910, seventeen counties operating under the Highway Improvement Act, and the expenditure amounted, in all, to \$553,312.61, of which the municipalities paid two-thirds and the Province one-third. The Province, under this Act, contributes one dollar for each two dollars raised by county rate.

Road-making is expensive, and nothing but skilled management should be employed. Gravel roads nine feet wide cost about \$900 per mile, and, if ten feet wide, \$1,000 per mile; while a ten-foot broken-stone road costs about \$2,000 per mile where the stone is available in the locality, and \$3,000 per mile where the stone must be brought in by rail. Experience under the county road system has shown conclusively that better results follow where the system of management is removed from local influences, such as arise in township control, where there is often a tendency to carry on the work so as to gain votes or favor for the councillors, rather than to further the best interests of good road-making. County road systems and Government aid to road-building results in work of a substantial kind, yet perhaps the chief object to be attained is to instruct the people that such improvement can be carried on only by thorough and efficient organization. It is poor economy to build roads without making suitable provision to maintain and keep them in proper state of repair. Disregarding maintenance results in unnecessary public loss. A judicious system of constant repair is much less expensive than early reconstruction following neglect. A system of continuous maintenance should be adopted in every county, whereby roads will be repaired as soon as holes or wheel-tracks com-

mence, so that the more rapid wear of rutted and uneven road surfaces will not follow.

The report recommends the placing of one man on a section of road, with cart, horse, a pick and pounder, and a few simple tools, with a quantity of broken stone at his disposal; or, the keeping of a crew of men constantly engaged, under a superintendent, working systematically over a fixed mileage of road, and a steam roller, grader, and the necessary road metal for resurfacing. In this way roads can be systematically maintained for all time, in good condition. Important parts of maintenance are the cutting of grass and weeds on the roadside, the annual cleaning of ditches, and removing the shoulders that are continually forming at the edges of the road from the accumulation of dust.

Ontario is just beginning to enter seriously upon the work of road construction. A starting point is necessary, which is afforded by county-road systems. If the people could only realize what good roads mean to them in the marketing of their produce alone, many more counties would avail themselves of the opportunity of improving the condition of their public highways. Good grading, draining, road metal (gravel or broken stone) and rolling are essential to the building of a thoroughly up-to-date and satisfactory road. These are all provided for under the improvement system, which should be encouraged in every municipality.

### Moral Basis of Good Farming.

Right living and right farming are more closely related than might be imagined by those who do not take the trouble to think below the surface. To others, it will come as a species of jolt to be told by Prof. Thos. N. Carver, Teacher of Rural Economics at Harvard University, in a recent work, that the church to succeed will be the one whose spirituality meets the practical test of productivity. That is the materialistic, almighty-dollar view of the church's business, but it is not the fitness that will survive. Briefly, and in plain terms, Christian character as its product is the supreme test of the church. The church must live with ideals higher than being an entertainment bureau or a local club, though it will wisely relate itself to whatever promotes the well-being of the people. The church must make better citizens and better neighbors, as Prof. Carver says, and, incidentally, they will become better farmers, growing better crops, keeping better stock, and giving it better care. Why should they not? He then proceeds to lay it down as a general law of rural economy that the productive land in any community tends to pass more and more into the hands of those who cultivate it most efficiently: that is, into the hands of the most efficient farmers. Farmers who can make the land produce most will be able to pay most for it, and in the end will have possession. As Prof. Carver indicates, the prosperous, progressive communities of the world are the Christian communities, and in these, as one might expect, is found the most successful farming. The church, laying emphasis upon a sane and wholesome kind of spirituality, along with certain formalities of belief and conduct, has generally inculcated the plain economic virtues of industry, sobriety, thrift, forethought and mutual helpfulness. The better the type of Christianity, the more these virtues have been exhibited. Now, to come down to practical every-day life, what does this mean? Simply, that those so living have wasted less of their energy in vice, dissipation, brawling, or in riotous living. Economizing their energies, they are able to prevail over those who have wasted theirs, because they have more energy and intelligence to devote to helpful service and productivity. War and other abnormal disturbances may at times check this economic growth, but, in the main, the rule steadily works. Religion, broadly considered, tends to the conservation of human energy, thrift and capacity, and these things on the farm, as elsewhere, prevail. The church may wisely modify its methods, enlarge its outlook and unify its forces, though it will perish if it sets up as its supreme motive or guiding star the sordid and the material.

### Marketing Farm Produce.

Editor "The Farmer's Advocate":

Much stress is laid on approved methods for increasing production and raising the standard of quality, but is enough being done in teaching the best methods of marketing? Manufacturers study the markets for their wares as carefully as they do the methods of improving their goods or cheapening the cost of production; and so, growing the crop is only one part of the farmer's business. He must not only produce what people want, but he must put his goods on the market in the shape which best commends itself to buyers. Instances are not wanting where neglect of these important considerations has resulted in great loss, and sometimes an important trade lost altogether. To anyone who will make even a cursory examination of the markets of any of our large cities, it will be evident that there is much room for improvement along these lines. With the ordinary farmer and market gardener, success depends on an aggregate of small profits, and it may be stated with equal truth that failure is often due to an aggregate of small losses. Genius has been described as "the art of taking infinite pains." Whether this be true, or not, it cannot be denied that, in marketing farm produce, "infinite pains" is essential to success. Anyone who will visit the markets or market streets of our cities, or visit the wharves or depots where farm products are handled, can speedily convince himself that much loss and waste of material and labor on the part of the producer is taking place. In the case of fruits, vegetables, etc., it costs as much to pick and haul to market a poorly-arranged and unattractive package as it does a neat and attractive one. Then, why not pay the freight on a package or case that brings a higher price, hence a greater profit. In these days of keen competition, buyers pick and choose to an extent not realized by one who has not witnessed the disposal of goods put on the market. Now, call it discrimination or "finickiness," as you please, it is nevertheless a condition which the intelligent producer will not fail to study and prepare himself to meet. But it is only by catering to and studying the tastes of the buyers that the highest prices can be obtained. Many farmers seem to ignore the conditions attending the journey which their wares must take before they reach the consumers. Methods of transportation, customs of the trade, the market's "fashions" in the style, size and form of package—all these call for careful consideration. In certain respects, the tastes of consumers vary, according to the markets of different sections, and what might do in the East might not do in the West, and vice versa. Even the various cities have their special requirements; especially is this the case in regard to food productions. Hence, the farmer must study the requirements of the market to which he is tributary. This is an important question, and one which might well receive more consideration at the hands of our Farmers' Institutes, Farmers' Clubs, and by our Agricultural Colleges.

F. C. NUNNICK.

### HORSES.

Nearly every farmer in Canada should own one or more teams of draft mares.

The quickest method of increasing the number of good draft horses in the country is by breeding the desirable mares.

The best way to produce horse-power on the farm is to produce greater size, rather than greater numbers.

Sudden changes of feed and very strenuous work are two important factors to be avoided in the handling of the pregnant mare.

It would be a difficult undertaking to find work on the farm that is too light for the draft horse. It is an easy matter to find work too heavy for light horses.

Whipping the horse is a poor method of rectifying faulty gait due to defective conformation or bad handling. It only serves to irritate the animal and increase the tendency to repeat the fault.