



Good Roads and Good Living

John McLaren, Hastings Co., Ont.

The good roads problem is nearer my heart than ever it was before. Like most men who live in a section where there is an abundance of gravel I always thought that good roads just came naturally. I had no conception of just how bad roads could be until this spring when I took a trip down into Oxford county to attend the Holstein sale of Mr. Wilbur Prouse on March 21st. In that one day I had an experience that showed me what impassable barriers bad roads are, not only to traffic, but to the social life of country people, to business and to the education of the young.

I had my first revelation when I went around to the livery stable. The livery man told me that I would have my troubles getting to Prouse's. "People do not travel much now-a-days," said he. "The roads are too bad." By the time I had spent an hour and a half trying to get a willing horse through four and one-half miles of the worst road I ever saw I decided that I wouldn't travel much either if I lived in that country. Not that the country wasn't good. It was about the best I ever saw. But preserve me from those roads.

These people were encompassed by an almost impassable sea of mud. They told me it had been so all last winter. They admitted that they didn't get out to church as much as they otherwise would. Likewise, that social entertainments were not as popular as they would have been had they had good roads. Hence they had started a stay-at-home habit—a habit largely accountable for the monotony ascribed to country life. Some of them told me also that business was neglected, and I can well believe that too. I knew without being told that the marketing of farm produce cost just about twice as much in the spring of the



The Other Extreme in Country Roads

Scenes such as this are not uncommon in rural Ontario. Editors of Farm and Dairy have photographed dozens of roads just as bad as this one in their travels this spring. We have here presented one of the big problems facing almost every rural community—the good roads problem.

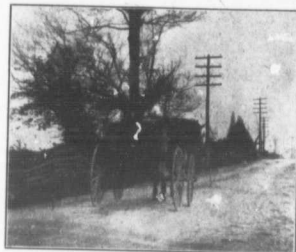
year as in the middle of July when the roads are dry. I doubt if a good two-horse team could have hauled three-quarters of a ton that day.

I have been asked by the editor of Farm and Dairy to give my ideas on the most needed farm improvement. I have done so. I would suggest good roads.

A User of the Drag

W. J. Coz, Peterboro Co., Ont.

An editor of Farm and Dairy who rode out to my farm recently to photograph a young horse was much surprised to find the long lane running



On One of the Best Roads of Ontario

This illustration is from a photograph taken by an editor of Farm and Dairy on the stone road between Oshawa and Hamilton at a time of year when other roads adjoining it were almost impassable. As will be seen this macadam road affords the best of traveling

up to my buildings to be in as good condition for wheeling as a well kept city street. Perhaps a well graded, dry and hard farm lane is an exception and I will tell Farm and Dairy readers how mine happens to be as good as it is.

Over a year ago I took a trip to the farm of Smith and Richardson, Columbus, Ont., to buy a pure bred Clydesdale. The same condition that attracted the editor of Farm and Dairy on my farm attracted me on theirs. The lanes and surrounding roads were in good shape, although the soil was as unpromising road making material as one could well imagine. They explained to me that they used a splitting drag regularly. I was no sooner home than I had constructed a drag of my own along the lines often advocated in farm papers and last fall set to work to get my lane in shape. Immediately this spring the drag was started again and the result is a hard dry road that will keep in good condition under any ordinary farm traffic. I can recommend the drag to every farmer who prefers good lanes and passable roads to the impassable variety that is much too common.

Automobiles and Road Maintenance

Jno. McCurdy, Hastings Co., Ont.

The problem of improving our country roads is ever growing in complexity. Ten years ago the macadam road was regarded as almost a perfect form of highway. I am told that now macadam highways in France that have been rendering good service for 100 years, are being quickly reduced to uselessness through the action of automobiles. The macadam road is made of large pieces of rock held together by rock dust. Steel tires, by wearing down the surface of the road, are continually adding to this dust. The effect, however, of the broad rubber tire of the automobile is to suck the dust away from the surface of the road and it is blown over the adjoining fields to the detriment of pastures and crops. Hence the macadam road is almost a thing of the past.

The only road that will continue serviceable now-a-days is the cement or brick road. These roads, however, are immensely costly in the first

Suggestions on the Country Road Problem

place, although in the long run they may be economical. These very costly roads are made necessary through the introduction of automobiles. Does it not then seem ridiculous that the automobile owner who is doing so much to ruin our roads should be taxed only \$4 a year for his racing? I say make the automobile tax good and stiff and spend all of the money in the repairing the damage to the roads that the automobile does. I would favor making it \$40 or \$50. Surely the automobile owner would not object to paying for his fun.

How Road Money Should be Raised

A. McGilley, York Co., Ont.

The old and inefficient system of "road work" is now a thing of the past. If we would build good roads we must have money and lots of it. How can that money best be raised and how should the tax be apportioned to deal justly with all classes? This is a question on which I feel most strongly and I would like to give my views for the benefit of other Farm and Dairy readers.

To whom does the benefit of good roads ultimately go, I would ask. The most immediate answer that occurs to one is that it goes to the farmer who uses the roads. I, however, would draw a distinction between the farmer and the farmer's land. I myself am a tenant farmer and I cannot see that I would be permanently benefited by a complete system of improved highways in York county. The road past our door is almost impassable at certain times of the year and rents are low in proportion. The most immediate effect of an improved highway would be an increase in rent and I and other tenant farmers would be no better off than we now are. The farmer who owns the land would be better off. Therefore my idea on the best system of road taxation is one in which the taxes are levied on



An Alfalfa Farm is an Improving Farm

Alfalfa is even more effectual than red clover as a soil improver. It adds more both of nitrogen and of valuable matter to the soil of the field on which it is grown. This point is fully appreciated on the Sims grove farm of A. B. Lyman where this photograph was taken.

the value of the land adjoining or near the improved roads.

But the farmer land owner is not the only one who benefits from improved roads. Land values in the city into which good roads lead are found to be higher because of this road. Therefore, the land owners of the city should vote that this is

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