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EDITORIAL.

Push the chicks to maturity.

There is economy and satisfaction in homemade bread.

Eliminating booze does not stop business and it saves food.

All overplus fruit and vegetables should be canned for home use.

Break up broody hens the minute they are first noticed clucking.

First in importance in the farmer's transportation problem is good roads.

Make up for the late start in roots and corn by increased cultivation.

If the offensive spreads to the Russian front, where will the Kaiser move his troops?

Have a time for milking and milk on time. Irregularity diminishes milk flow.

The only permanent thing about any road is the need for maintenance.—W. A. McLean.

Betting on race tracks in Canada is prohibited after Aug. 1. It never should be allowed to return.

Townships would do well to appoint a permanent road superintendent to work out a system of roads.

A railroad will not last without section men, neither will a good road remain good without a regular patrol.

In building a house, barn, fence or road, it is wise to build well and then it is economy to keep in good repair.

A correspondent describes, in this issue, a means of feeding pigs cheaply and he says it will prevent crippling.

About the time the Kaiser begins to brag about stopping the Allied offensive it breaks out in another place.

Get land ready for buckwheat. It is a crop worth while on the land which could not be put in to earlier crops.

Fair prices for everything mean fair profits but the greed for excessive profits and the manipulations of the speculator make prices advance out of reason.

He is a small man who places his own political ambitions ahead of national needs, but unfortunately there are always a few small men even in public life.

Begin the summer cultivation in preparation for winter wheat early. The crop which went in early last fall on well-prepared land is far the best stand this year.

A rainy day may be profitably employed in getting the mower, rakes, and loader ready for haying. There may be nuts to tighten, bolts to replace, knives to grind and other repairs to make.

The more one knows about farming and the more one sees of the work the farmer is doing in this Province and in this Dominion, the more he appreciates the farmer's effort. Would that every city dweller could be privileged to see what is being done! Country and city would be brought closer together.

Roads.

Transportation and marketing are two correlated problems which directly affect the farmer and the nation as a whole. The development of any country depends upon its transportation facilities. The progress of agriculture depends upon facilities to transport goods to the farms and produce from those farms, and to successfully market the latter. Steam railways or big trunk lines are the main arteries; branch lines and electric radials are the central feeders but of most importance to the farmer and likewise to the consumer at this time is a system of good roads leading from farm gate to village, town, city or to railway or radial depot which will lead to some large center. We have the trunk lines. We have a number of branch railroads. There is room for more radials tapping certain districts not already served by any roads of steel, but the big problem and the one directly affecting all is the problem of good highways—good roads for everybody and these with a minimum cost. By this we do not mean that roads should be too cheaply constructed. Cheap work is often poor economy. Roads should be built with permanency in mind and then should be maintained.

Ontario has a county-road system, some details of which were described in last week's issue. Out of 55,000 miles of road in this Province, approximately 5,000 miles are now in the system. Counties pay 60 per cent. and the Provincial Government 40 per cent. of the cost of construction and maintenance of leading roads placed under the system. On an average about 18 per cent. of the roads are considered of sufficient importance to be called county roads. A few are so much travelled that it is proposed to call them "Provincial County Roads," and on these the Province will pay for 60 per cent. of cost and maintenance. If every county in the Province took up the system on the 18 per cent. basis, Ontario would have approximately 10,000 miles of county roads, which would relieve no inconsiderable amount of money or statute labor otherwise put on these roads for the township roads in the municipalities through which the county roads pass.

At the inception of the county road idea, ratepayers were loath to come under the system but many have seen the benefit and now twenty-five counties are in the system and twelve remain out. Simcoe, for instance, has 500 miles of county roads of which the people are proud. The problem has been to get the man living back from the road to see the benefit, but the roads have proven their worth and they are moulding public opinion in their favor and stimulating interest in better township roads. The county road may not run by your farm, but it is a step nearer to a better road past your own gate. The system is young. It will spread. Gradually system will replace muddling on township roads and eventually Ontario will have thousands more miles of really good roads.

It is a mistake to think the cost of good roads excessive. A county rate of one mill to one and a half will look after the county roads. It must be remembered that the average county road can be built at from \$2,500 to \$3,500 per mile and built right. This does not mean special conditions where tar macadam or pavement is necessary. Such would come under the designation of "Provincial" or "Provincial County" roads anyway. It is wise to build well and then maintain. No form of road will last without maintenance. It is cheaper to patrol and fix as required than to allow to go down. Experience teaches that a man should be permanently employed on every stretch of ten miles of well-built county road. Make good then keep good is the motto for all.

Township roads are a big problem and these affect every farmer. In the past, with changing councils and different pathmasters no regular system of construction and maintenance has been possible. Whether or not

road work is done by statute labor there should be directing system in it all. The suggestion made by the Provincial Department of Highways that a salaried man be employed by each municipality to look after roads and bridges is a good one. The Department will pay 25 per cent. of his salary and he could, if the right kind of man, save thousands of dollars yearly in many townships and could eventually work out a good road system. Councillors change. They are also subject to election each year and usually play the game so as not to displease any more voters than possible. A permanent road superintendent, responsible to the council, would be in a far better position to carry out a progressive program of road construction and repair.

Above all every farmer should take an interest in the roads in his township and county. Good roads add 10 to 25 per cent. to the value of property. They are marks of progress. They stimulate to greater effort. They mean dollars and cents in marketing. They add pleasure to life and will be in the future even more essential than now for we are just at the beginning of motor car and motor truck developments. Remember that good roads are made for the farmer not for the city auto tourists, and in construction build according to the traffic which the road will be called upon to bear. This will not mean expensive construction on most roads. But build well and maintain.

Freight Rates on Pure-Bred Live Stock.

We understand that the Canadian Freight Association has decided to discontinue the arrangement so long in force, by which pedigreed stock has been carried on all Canadian railways at half the regular live-stock freight rates. Some talk of such a change was heard about one year and a half ago, but the Live-Stock Commissioner and his Department, backed up by the breeders of pure-bred live stock and the best farmers Canada over, succeeded in staying the matter. Just why it is necessary to make such a change is not very clear, but those interested are being notified that from September first all pure-bred stock will be billed at the same rates as obtained for other live stock. Such a change cannot be in the best interests of the country and the railways stand to lose rather than gain by such procedure. Many a struggling farmer desirous of bettering the conditions of his far-off and backward community has taken advantage of the reduced rates to import pure-bred sires and a few females to build up a better and more prosperous agriculture in his community. In the newer sections of the great West results have been most noticeable. In New Ontario and in every section of every Province where the settler has recently gone, the half-fare rate for pure-bred animals has helped to put agriculture on a stable basis with better live stock and improved mixed farming as a direct result. Railroads carried the pure-breds at half price but they stood to gain rather than lose, for in every case it meant more stock and more farm products to be shipped in turn from the farms and the districts to which the pure-bred sires and female breeding stock went. Inter-provincial trade was stimulated and financially we cannot see how the railroads could lose anything by aiding in the development of a business which meant more shipping and a bigger output from the farms of the country. And besides, they were aiding the man desirous of selecting pure-breds—they were doing considerable good to a legitimate industry in which there is still room for great improvement. Thousands upon thousands of Canada's farms require more good pure-breds and it is worth while individually, collectively and nationally to aid in the necessary improvement. In a season of war crisis, when all hands are clamoring for greater production and greater effort on the part of the Canadian farmer, is not an opportune