

book on the market, they ignore the sums invested and annually expended upon upkeep, in order that his goods may be presented at highwater mark.

Another class—and for these we blush—is comprised of those who have farmed—even as I have—when prices were low and disheartening, but who still succeeded in making good. All honor is due these who laboriously toiled through years of depression in market prices, but is it fair that they now look with envy upon their successors who to-day reap prices for which we longed? Instead of rejoicing that at last the farmer comes into his own and can set his own price, they grouch. Were they to-day in the farmer's shoes, how many of them would reject high prices? Why not "Live and let live," for, though the consumer pays high, are not his pay cheques correspondingly increased? Surely the farmer is not the only one seeking highest prices.

Lambton Co., Ont.

E. W.

The Proposed Provincial Highway.

EDITOR "THE FARMER'S ADVOCATE":

The questions asked by A. E. Aldred in your issue of December 26, concerning the Proposed Provincial Highway, are very timely, and if answered by a number of people who are not directly interested in such a highway they would likely be very acceptable to the different Governments that finally have to assume the responsibility if such a highway is constructed. We in the Western part of the Province of Ontario have heard considerable about this proposed highway, owing to the two factions at London and St. Thomas putting forth their arguments for their choice of routes, etc. Personally, I don't know whether the Government at Toronto has pledged itself to construct such a highway through the province, or whether this agitation is just a feeler, so I take this opportunity to write a few lines, assuming that suggestions or friendly advice is always acceptable to those who are the custodians of the revenues of the province, and responsible for the provincial indebtedness accrued during their term in office. I am an advocate of better roads, but if I was asked to

Let Us Hear From Farmer's Advocate Readers!

EDITOR "THE FARMER'S ADVOCATE":

In looking through a recent number of "The Farmer's Advocate" I was struck with the comparatively small number of letters from subscribers and readers of the paper. There are just as many things of interest happening now as ever there was at any time in our lives and as a rule what interests one man interests another, so why not give the rest of the family circle the benefit of our experiences? We like to hear of what happened to the other fellow so that we may compare his experience with our own. Preaching and theory don't count for much with the most of us, because it's so often impractical and don't get down to the details of our every-day lives. What we want to hear about are the things that don't have to be imagined. We can get that from the war-correspondents and college professors. Why don't some of the farmer subscribers of "The Farmer's Advocate" get busy now and tell us something to cheer us up these long winter evenings. If it's some bad scrape they got into at some time in their lives or a foolish deal they made, so much the better. We all like to hear anything that puts someone else in a worse light than ourselves. I know it's not kind but it's human nature. It makes us, personally, appear to better advantage.

So let's hear from the farmer readers. Particularly those who have never given us the benefit of their knowledge before. What difference if you're not "handy with the pen." The worse the better, so long as it comes from the heart.

And it will be like "Mercy," which Shakespeare says, "blesses him that gives and him that takes," because no one gets more benefit from the telling of an experience than the person that does the telling. The teacher and the preacher generally get more out of the lesson or sermon than do those for whom it is intended. But, of course, they benefit as well and for this reason also every man should be willing to pass along a little of the life-experience that must have come his way.

Come on now, get out that pen there and tell us what you've been doing since we saw you last. You

bottom of the pile and it affords less high pitching of the cow manure as the barrow can be wheeled up on the stable manure according as the pile gets higher. I use cut straw such as buckwheat and fall wheat in bedding cows, horses and hogs, and I don't think I lose much through leaching. I find that if the pile ever does start to heat it also starts to leach. So I keep the horse manure for the base of the pile the whole winter through, then if the cow manure does leach any the horse manure is underneath to absorb all that does leach out. Since I have started on this plan I can grow corn from 9 to 12 feet tall and every thing else in proportion. This last summer and spring I drew out about 200 spreader loads and none of it was spoiled through excessive heating or leaching. It was just as good I believe as the day it was wheeled out on to the pile. I know that there is no way better than having the cattle run in large open sheds and left to tramp down the straw and dung all winter. In this way there is neither heating nor leaching, but this cannot always be done.

Manure will heat and spoil if too much straw is used for bedding so care should be taken to use enough and not too much. A few pails of water poured on a heating pile usually stops it much to the benefit of the manure. Manure is badly neglected by many farmers, but why should this be when it costs so little? It is the best fertilizer obtainable, and if looked after properly it will produce more of all kinds of crops and when the ground is seeded to hay its good effect is even more evident.

Lenark County, Ont.

J. E. M.

From the Farmer's Viewpoint.

EDITOR "THE FARMER'S ADVOCATE":

It was my good fortune to attend the meetings of the Maritime Conference of the Canadian Manufacturers' Association, held in Amherst on December 11; and I think it is a pity there were not more farmers in the audience, because the more these two great classes can be brought together in their big conventions the better they will understand one another, and the better the feeling there will be between them. The addresses delivered at these meetings were calculated to inspire faith in our country and optimism in the future; and I am writing this article in the hope of showing how some of these things appear from the farmers' standpoint, and perhaps helping to a better understanding of our position.

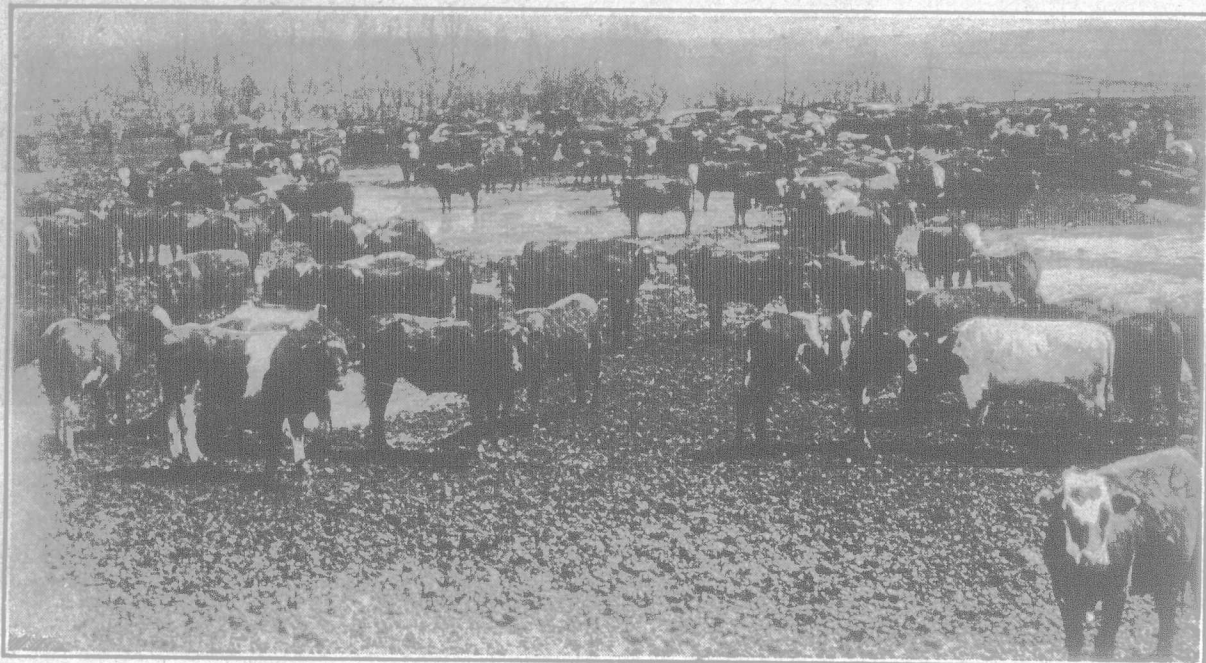
First, as to the farm labor question; there appears to be an impression that farmers want to see wages low. The workers in our factories and mines generally spend what they get, and the higher the wages the more money there is in circulation and the better the "times" for everybody, including the farmer. It must be remembered, however, that the prices of farm products is governed much less by the amount of money in circulation than by the law of supply and demand. The phase of the labor problem that troubles the farmer is to get enough of the right kind of labor. If a farmer can be assured of sufficient help to keep his farm up to the limit of profitable production he can pay wages that will enable the farm hand to have more money at the end of the year than the average workman in our factories; but he wants men of full average intelligence and enough experience to be able to adapt himself to the ever varying farm work without having to be told every move to make, and men who will take interest enough in the work of the farm to make it go. Of course, we must admit that the highly protected manufacturer can pay higher wages than the unprotected farmer, still the necessary and unnecessary expenses of living in town are so much more that the farm hand may easily have more money at the end of the year.

There is a good deal of adverse criticism in the daily papers these days of the farmer's attitude on the tariff question, and his request that the duty be taken off of farm machinery and some other articles. Let us just show how this question really affects the farmer. A man in ordinary business figures out the cost of an article, including freight, duty, etc., and then adds a necessary percentage and sells the article at that increased price. The manufacturer of farm machinery does not have to do that, he finds out what the American machine will cost in the United States or rather what it sells for, wholesale, then he knows that the American machine will have to pay a duty of 20 to 30 per cent. to get into Canada, and he adds that to the selling price in the United States, and sets his own price just enough below that to be sure of selling. This means that the farmer pays about 25 per cent. more for his machine than the actual cost of production. If this extra price went into the Dominion Treasury to help pay the interest on the war debt or the pensions to our returned soldiers, farmers would not object so much, though the papers do seem to delight in throwing slurs as to his loyalty. But the fact is, and the farmer knows it, that this extra price goes into the pocket of the manufacturers and helps to make multi-millionaires in their line of business. All this adds to the cost of production of farm products, and the farmer cannot fix his prices to suit because his prices are largely fixed by the demand, and when there is a bumper crop of any kind prices go down without regard to the cost of production.

Now, I am quite aware that I am not presenting any new phase of this subject and am not even claiming that there should be no Customs duties on these things, but I am merely trying to show how it affects the farming class, which, in Canada, is rather more than half of the population.

Perhaps in a week or so I may have something to say regarding the reasons for the present high prices of farm products and the profits in farming under present conditions.

C. H. BLACK.



Making Beef on a Large Scale.

record my vote for or against a Provincial Highway, I would have to vote against it at the present time, for the reason that I cannot see how it is going to benefit, to any material extent, the productiveness of this province and it seems that we must look to our soils' production to meet the war and other indebtedness. To bring the matter nearer home, or making a more local application of it, I would rather have the chief roads leading to our village, town or city markets macadamized, even if it cost several thousand per mile, than to build a concrete highway from one city to another at a cost of \$25,000 to \$35,000 per mile. While my system of roads would cover more miles perhaps than the (direct route) concrete road, I would feel that my system of roads was being used for both business and pleasure, while the Provincial Highway would be used largely for pleasure. It may be argued that automobile licenses will largely cover the cost of this highway, but the automobile licenses are needed to-day to pay for damage the automobiles are doing upon the side lines and concessions everywhere. If the proposed highway is built in competition with the railways, the railway companies will again demand another increase in freight, express and passenger rates, and they cannot be compelled to operate at a loss. In conclusion let me say that I think the Government will serve the country's interests best if they postpone the building of a concrete highway until more of our local highways are put into condition fit for general traffic, (which can be paid for largely by auto licenses) and until after the war reconstruction has been got off to a good start and business becomes normal. By that time the country may be prospering to such an extent that it wouldn't feel a few-million-dollar highway. We have four good railway lines from East to West—what we need are highways connecting the farms with these railways.

Middlesex Co., Ont.

R. H. HARDING.

say you can make more money with less work than you used to. Let the rest of us into the secret. Some of us have found war-times as hard to make a living in as the old "peace on earth" brand. Anyway and however, let's hear from you so that we'll know that you're not dead—or asleep. Might as well be the last as the first, you know, if you never wake up.

TOM WYLIE.

Caring for Farm Manure.

EDITOR "THE FARMER'S ADVOCATE":

There is still a great deal said about production and if we are going to produce more we will have to attend to our farms, and perhaps a few words regarding the storing and care of the stable manure would not be inopportune at the present time. I have been a great advocate of looking after that part of the winter's work and I notice there is hardly two men in the vicinity who handle their stable manure the same way. In this part of Ontario there are a great many broken farms with rocks projecting but in most cases covered with a thin layer of soil which cannot be plowed. This makes it bad for drawing and spreading manure in the winter when the snow falls, as there is no use of manuring rocks, so we have to take the next plan, that is piling the manure as it is made. I have about 60 head of cattle, 20 hogs, two teams of horses and 20 ewes. They are all on the job manufacturing fertilizer and I want to tell the way I have had the best success in storing. I have a covered shed with a concrete floor in which I store all the winter's manure, we clean out about every second day. The cow manure is piled up against the side of the wall first and as the pile gets higher the horse manure is piled against the cow manure, but not on top of it. The horse manure would cause the whole pile to heat if mixed, so I keep it in the