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EDITORIAL.

With something of the same consummate care in production, and the same superb enterprise in marketing as the California citrus growers exercise, what marvellous possibilities lie ahead of Canadian apple culture!

That swale basin in the field ought to contain richer soil and more moisture than the higher ridge, and yet the oat crop there is nil. Why? Drowned out first, and then evaporated. A tile drain will cure the trouble. For proof, see that field on the next farm.

Whether it is because of the added fertility or increased capacity to hold moisture for the growing crop, or both, if anyone wishes to see immediate and tangible results, let him top-dress his meadow or grain field as the manure spreader does. It will not require an overcoat dressing to satisfy him, either.

I. P. Roberts, director of the New York College of Agriculture farm, when the boys had got the land all in fine shape, as they thought, for seeding, would come along and say: "Now, just till it all over again and you will have it about right." This expresses the idea of some "Farmer's Advocate" correspondents on the subject of soil preparation for spring grains in a dry season.

Shorthorn breeders with their ear to the ground will not miss the rapidly increasing attention being paid in England and elsewhere to milking function. One of the best classes of Red, White and Roans at the Royal this year was the dairy Shorthorn cows. Even in the sections devoted specially to females of the beef type, in this as well as other breeds, the cows must be in milk.

Some individuals look upon the agricultural calling through the wrong end of the field-glasses, and see only a mean, diminutive business, whereas, if looked upon properly, it does not need any great care in focusing, or any powerful lens to reveal it as a substantial, remunerative and satisfying business, worthy of the strongest fibre and the most active, fertile brains of the land.

Abolition of the public drinking-cup, and substitution therefor of drinking fountains, is the new idea in city sanitation. It has been calculated that a certain public drinking-cup examined contained twenty thousand human cells or bits of dead skin, while on every square inch of the glass were a hundred thousand bacteria, left there by smears of saliva deposited by the drinkers.

President Wm. H. Taft makes an effective answer to his predecessor, Col. Roosevelt, who raises his strenuous voice against the proposed arbitration treaty with Great Britain, even where matters of so-called national honor are involved. Mr. Taft shows that it is pre-eminently right that people should voluntarily impose limitations upon the exercise of their powers. The individual is no longer permitted to settle differences with his neighbor by his own might, using his fists, a club or a shotgun. That is not Christian ethics, but brute paganism. If a bad rule for individuals, neither is it right or good for nations.

Automobiles, Roads and Dust.

Ever a troublesome quantity in summer, the dust nuisance has been aggravated almost to the limit of endurance during the severe drouth of the present season. For two or three years the editors of "The Farmer's Advocate" have been pondering this matter with a view to some solution, but this summer's experience has, in a specially pointed manner, emphasized the need of prompt, effective measures to abate the nuisance.

"The Farmer's Advocate" farm adjoins a leading gravel road much travelled by automobiles. Fortunately, the house stands back about an eighth of a mile, but for a length of 100 rods crops are subjected to the daily dust bath. No doubt the dust was bad enough here before motor cars came into vogue. Since their advent, it has become worse. Day after day one can look out and see them shooting along, some in utter defiance of speed laws or speed sense. It is not unusual to observe a cloud of dust following them almost the full hundred rods' frontage of the farm. And what becomes of the material thus raised? Over the neighboring fields it spreads, coating trees, shrubs, small fruit bushes, grass, grain and corn with a sickening white-gray coat of bitter dust, which not only hinders their growth, but in many cases renders the small-fruit crop unmarketable, or saleable only at a discount. One of the most conspicuous cases of this kind is the "Stone road," from Hamilton to Niagara Falls. Automobiles fairly swarm along this road, and, lying, as it does, through a fruit country, the injury is very great. The county councils of Wentworth and Lincoln have been spending considerable sums oiling this road, with some degree of success. A similar instance is the Eaton road, on Dundas St., the main artery leading out of Toronto to the west. While fruit and vegetables are hardest hit, field crops also suffer. Think of feeding horses hay cut during a dry time in fields along such a road! Even for cattle or other stock it can be neither palatable nor wholesome. Grain is dusty to thresh, and all other crops must be more or less seriously affected. It is probably safe to say that hundreds of thousands of dollars worth of injury is being done the crops of Canada every year by automobile dust.

And what of the roads themselves? One of our illustrations shows. Along the wheel track the dust is sucked up by the pneumatic tires, or pushed aside to form a deep, loose ridge along the side of the driveway. After a rain, that hollow wheel track of six or eight inches deep stands full of water to soak down and soften the road-bed, paving the way for rapid disintegration of the gravel bond, which leaves the stones loose and bare. The principal injury, so far as the roads themselves are concerned, is done by heavy touring cars travelling at a high rate of speed. A forty horse-power machine, run to its capacity, will do far more than twice as much harm as a twenty horse-power. In England, where motor cars are used much more than here, the cost of maintaining the first-class macadam roads has increased from 50 to 100 per cent., according to locality. W. A. McLean, Provincial Engineer of Highways, estimates that the cost of maintaining the well-macadamized main roads in Ontario has increased 100 per cent. The injury to earth roads is comparatively much less, and it is but fair to point out that our mileage of macadamized or heavily-gravelled roads is not great. Neverthe-

less, the aggregate injury done to Ontario highways by automobiles is large.

Of the discomfort and unpleasantness endured by users of the highway, we need scarcely speak. On pedestrians it is especially hard. Trudging ankle-deep through loose white earth and stone dust is bad enough, without having one's lungs or clothes filled every ten or fifteen minutes as a team or motor car goes past. Whatever boots or clothes one wears under such conditions soon become a very unfashionable gray. Again, where houses are close to the road, the residents cannot leave their doors or windows open without having their houses filled with dust. Even automobile users themselves, while they may usually succeed in keeping out of their own dust, cannot escape that raised by fellow autoists, and nearly all of them would doubtless be willing to contribute to some effective means of laying the dust.

We have, then, three serious phases of the dust nuisance:

1. Injury to crops.
2. Injury to roads.
3. Great personal discomfort to users of the highway and persons who dwell near it.

It must be recognized that automobiles are here to stay. While scarcely sharing the sanguine anticipations of enthusiasts as to early universality of such means of conveyance, particularly in the North, where winter snows interrupt their use, and while expecting that the fad of motoring will be superseded in time by some other amusement, we cannot escape the conclusion that motor vehicles will continue to be largely employed for pleasure purposes, and increasingly for business. Tens of thousands are already owned by American farmers, and hundreds by farmers in the Province where this is written. The Ford Manufacturing Company has for years paid dividends of 100 per cent. This is ground for the assumption that, when the machines become perfect and the parts standardized, there is little doubt but that the cost will be cut away down, and then large numbers will be used. This will greatly increase the present heavy strain upon the highway.

There being no early hope of removing the cause of the dust nuisance, the question of remedy engages attention. In many urban and village communities sprinkling with petroleum oils has been resorted to, and, in spite of an odor disagreeable to unaccustomed nostrils, has given tolerably satisfactory results, at an expense of one to two hundred dollars per mile. While this is very high, it is not so high but that we would willingly co-operate with our neighbors to pay a proportion of it for the sake of protecting the crops. But why should we be called upon to incur such expense or sustain such loss, in order that Mr. Jones, of London, Mr. Smith, of Toronto, and Mr. Brown, of Detroit, may "raise the dust" along our farm, creating, besides, a certain risk to life and limb?

Divesting the discussion of all bitterness, is it not fair and just that those who do ten or twenty dollars' worth of injury to the road in front of the farm, and twenty dollars' worth of injury to the crops upon it, should contribute that amount in taxes to recoup as nearly as may be the ones who sustain the loss? These ones are the farmers or municipal corporations who build and use the roads, and the men with property adjoining the highway.