

FARM AND DAIRY

AND RURAL HOME

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1. FARM AND DAIRY is published every Thursday. It is the official organ of the British Columbia, Eastern and Western Ontario, and Bedford District, Quebec, and the American Association of the Canadian Holstein Cattle Breeders' Association.

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6. WE INVITE FARMERS to write us on all agricultural subjects. We are always pleased to receive practical articles.

CIRCULATION STATEMENT

The paid subscriptions to Farm and Dairy exceed 14,000. The actual circulation of each issue, including copies of the paper sent subscribers who are but slightly in arrears, and sample copies, varies from 15,675 to 17,300 copies. No subscriptions are accepted at less than the full subscription rates.

Solemnly declared statements of the circulation of the paper and its distribution by counties and provinces, will be mailed free on request.

OUR GUARANTEE

We guarantee that every advertiser in this issue is reliable. We are able to do this because the advertising columns of Farm and Dairy are as carefully edited as the reading columns, and because to protect our readers we turn away all unscrupulous advertisers. Should any advertiser herein deal dishonestly with you as one of our paid-in-advance subscribers, we will make good the amount of your loss, provided such transaction occurs within one month from date of this issue, that it is reported to us within one week of its occurrence, and that we find the facts to be as stated. It is a condition of this contract that in writing to advertisers you state: "I saw your advertisement in Farm and Dairy."

Rogues shall not pay their trade at the expense of our subscribers, who are our friends, through the sanction of these columns; but we shall not attempt to adjust trifling disputes between subscribers and honorable business men who advertise, nor pay the debts of honest bankrupts.

FARM AND DAIRY

PETERBORO, ONT.

TRANSPORTATION PROBLEMS

While the shareholders of the Canadian Pacific Railway are getting rich dividing millions of the forty-five million dollar kind, let us see how their patrons, the farmers and manufacturers, are faring.

At the last meeting of the Ontario Fruit Growers' Association, transportation problems received much consideration and many and bitter were the denunciations of the faulty service rendered, and the excessive rates charged by our railway and express companies. Mr. G. E. McIntosh of Forest, Ont., who has been making a special investigation into transportation problems, cited instances where growers had lost as much as three hundred dollars in one season due to abnormally slow transportation of their products. It was found that one railway company has ten refrigerator cars less than it had four years ago,

while the tonnage of fruit carried has increased fifty per cent. in the interval. This lack of refrigerator car service annually costs fruit growers many thousands of dollars. A comparison of freight charges on United States and Canadian lines shows clearly why United States fruit growers are able to compete successfully with Canadian fruit growers on our own Canadian markets and, in the case of the Canadian West, are slowly, but surely driving Ontario fruit off the market; freight rates on United States lines are much lower.

At the annual meeting of the Ontario Vegetable Growers' Association held recently in Toronto, transportation problems again received first consideration, and unsatisfactory service on the part of the railway companies was found to be the rule rather than the exception.

Every stockman who has ever had occasion to take a shipment of stock from East to West can tell of similarly unsatisfactory experiences.

But we farmers are not the only ones who suffer from the neglect and extortionate charges of our railway companies. The policy of the companies in adjusting their charges on manufactured goods seems to be to levy all that the business of their patrons will stand, rather than to charge enough to pay operating expenses and make a fair profit on their investment in lines and rolling stock.

All railway patrons, but farmers particularly, have found that it is almost impossible to secure compensation for damages incurred through mismanagement in transportation. Claims for damages must be settled through costly court procedure, and this will in almost any case cost us farmers more than our loss amounts to, while to the railway company the expense is comparatively insignificant.

We believe that the suggestion offered by one of the members of the Ontario Fruit Growers' Association for the remedying of this unsatisfactory condition of affairs—that the powers of the Railway Commission be greatly extended—to be a wise one. Why should not the Railway Board be allowed to settle all claims of more than six months' standing? And why should not the Commissioners be given much wider powers in the regulation of freight and express rates than they now have? If our railway companies are so wealthy that they can afford to give a present of forty-five million dollars to their shareholders, as the Canadian Pacific Railway is about to do, surely it is time that they were compelled to give more satisfactory service to the people of Canada, who in the long run pay for these "melons," the cutting of which has become almost a profession with the railway directors.

So pitiless has the commercial world become that there are those who would corner fresh air and sunshine, had they the power to do so, and sell it to suffering humanity.

A SIN OF OMISSION

We farmers are now suffering the consequences of one of our sins of omission. Jack Frost is again with us and he has found our country roads in about the same state as usual. Isn't it pleasant driving over the clay roads that are so common in the best farming sections? Those roads on which ridges of mud anywhere from one to six inches in height are frozen solid? It takes a buggy with first class springs to make driving at this season anything but a misery. And when the snow comes, it must come in good quantity, else it will soon be worn down to the mud ridges and we will have to wheeling and poor sleighing. And all of these troubles could have been so easily prevented. Even one trip up and down the road with a split log drag before hard frost, would have made it a smooth highway now.

Many of us have time and again make good resolutions to re the split log drag. We have decided that the next year at least will see us giving it a good try out. But year follows year and we find that all of our time is taken up keeping up the work on our own farms. There is another factor, too, that accounts largely for our slowness in using the split log drag more extensively. We feel away down within us that it is not our duty to keep the roads dragged, that we pay taxes for that purpose. If the council were to recognize the good work that we are doing in dragging the roads, by a reduction in our taxes, dragging would be more common than it now is.

This plan of reducing taxes when the farmer agrees to drag a certain section of road at stated intervals has been adopted in some counties with satisfactory results. We believe that if every farmer were compensated for dragging the roads adjoining his farm, that we would soon have much better highways in rural sections. And how much a good smooth highway is appreciated at this time of year! Let us use our influence to have some such system of compensation instituted in our own neighborhoods.

TRAINING PUBLIC SPEAKERS

The announcement that the Dominion Grange will hold its annual meeting in Toronto, the early part of the new year, brings back clearly to our minds a little incident that occurred after one of the sessions of the annual Grange meeting two years ago. We had just come out of the hall, when an experienced speaker turned to us and remarked, "I feel that if I had to meet any of these farmers in debate on the public platform, that I would have my work laid out for me. Why, those fellows express themselves more forcibly and clearly than do the majority of our politicians."

In these few words our friend had summed up one of the greatest advantages that accrues from membership in such farmers' organizations as the Dominion Grange. It is a great and valuable accomplishment

to be able to express oneself in public, and a man's influence in his country and community is very largely determined by his ability as a public speaker. In this day when we farmers are beginning to realize the influence that we should wield through the ballot, we are also beginning to realize that the thing we lack most in making our influence felt is public speaking ability.

We should welcome any agent that will give our young men, and old men, too, an opportunity to become proficient in public speaking.

This is one of the many reasons that we might advance why there should be a branch of the Dominion Grange, the Farmers' Club, or just a plain, old-fashioned "Literary," in every rural section of Ontario. Now is the time to organize for work this winter.

SUBJECTS FOR DEBATE

The value of the local farmers' organization, be it Grange, Club or Literary, will be largely determined by the kind of subjects that are selected for debates or addresses. We remember at one time attending a rural literary society, and hearing the subject discussed, "Resolved, that the pen is mightier than the sword." All of the old time arguments were brought forward and nobody was profited by the discussion of an hour and a half. We learned that the former debate at the same literary had been: "Resolved, that anticipation is better than realization." This society was largely wasting its opportunities through a poor selection of subjects.

There are a great number of live and pressing subjects that we would like to see discussed by every local farmers' organization in Canada. Debates on the following subjects could be made most instructive and interesting: "Shall we tax Improvement or only Land?" "Is the tariff a benefit to the farmer?" "Would the Initiative, Referendum and Recall be productive of better Government in Canada?" "Shall Women be given the Suffrage?" and "Cooperation and Rural Credit." Another subject in which every farmer is vitally interested, aside from the usual agricultural topics, is "Good Roads, how and where it shall be expended."

By studying questions such as these the debaters themselves and the members of the society are getting a more useful training than where lighter subjects are discussed.

Christmas Every Day

Grain Growers' Guide.

Why can't every day be Christmas? Once a year, when Christmas comes around, we all with one accord bury our sordid natures and assume towards every fellow man an attitude of brotherly love. On Christmas Day old enmities are forgotten, selfishness disappears and the Golden Rule becomes the law of the land. And everyone is happier and better because the spirit of Christmas pervades his life and directs his actions.

Then why cannot we be animated by the same spirit every day of the

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