work that we are capable of doing ourselves. We owe it to our families, and we owe it to our country, to abolish this insane method of taxation, for, after all, is not the question of taxation the great paramount question of all questions? By taxation we must get the revenue necessary to meet the legitimate demands of our country, but let it be a visible and direct means of taxation, by which the burden of paying toll to protected interests would be done away with. When we bring this about we will be living in a land of liberty. Let us establish the right, based on justice, of equality in opportunity. For as it is to-day, the more a man works and the more he produces, the more taxes he has to pay. The present plan takes from the producer and wage earner far too great a portion of his honestly earned reward.

A Few Drainage Facts

An Ontario Farmer's Experience

By W. G. Orvis.

THERE are thousands of acres of land in Ontario that is only producing a small proportion of the amount of fodder or grain it is capable of because of the extra amount of water held in the soil. We frequently hear farmers remark that such and such a field is cold and sour and that it does not produce the crops it should. After a field is drained the same work and expense will often produce double the yield it formerly did. Many fields now left in pasture would, if they were properly drained, give bumper crops of grain, roots or corn.

An example of how this has been worked out is found on the farm of Mr. D. W. Terrill, Victoria County, Ont. A twenty-acre field of sloping, springy land had only produced half a crop for many years, and was usually kept under hay or pasture. During the summer of 1915 Mr. Terrill had the field surveyed and a plan of drains mapped out by the district representative. This plan called for 500 5-inch tile costing $13.00, 3,000 4-inch tile costing $54.00, and 1,500 3-inch tile costing $18.50, or a total cost for tile of $85.50. The digging cost $105.00, making a total of $190.50. The cost of hauling and other team work is not included in this statement, but would not amount to a very large sum.

This summer I drove past the field and there was a very good crop of grain growing on it. In spite of the wet spring, Mr. Terrill was able to work this one time wettest field on his farm by May 10. He said regarding it, "I know that if it had not been for the tile the field could not have been sown last spring, and from the present prospect we shall more than have our money back next fall from the crop grown this year."

Evidence like the above is quite convincing. If all such land would be made to produce what it is capable of doing when thoroughly drained it would mean a considerable increase in the output of the farms of the province.

Do not run the risk of an explosion by letting the safety plug of the boiler get covered with scale. Take it out occasionally and scrape it.

Avoiding Tire Troubles

Drive Carefully, Repair Small Injuries

THE most expensive machine on the farm for upkeep is the automobile, and the most expensive part of the automobile for repairs is the tires. This is not hard to understand when we realize that all the weight of the car comes on them, that the full driving power of the engines is delivered through them, and that they come in direct contact, at speeds varying from 10 to 40 miles an hour, with the hard, lumpy surface of ordinary country roads. Under these conditions it seems a wonder that tires last as well as they do. With the best of care they will, of course, eventually give way, but the life of tires can be greatly prolonged by the exercise of care in avoiding the commonest causes of tire troubles.

Chafed sides, in which the rubber is worn off the sides of the tires leaving the fabric bare, is due almost invariably to running in ruts on country roads, or rubbing them against curbs when in town. When this condition sets in they soon get beyond repair if not attended to. Chafing can be prevented by keeping out of the ruts and away from the curbs. As soon as chafed sides are noticed the tire should be repaired. Scuffing may be due to several causes, such as improperly adjusted brakes, or quick stopping, in which case the car skids along, wearing the rubber off on the hard surface of the road and leaving the fabric bare. Quick starting may have the same effect. Driving around corners at high speed, so that the car skids, or allowing the wheels to get out of alignment, so that the tire is subjected to a zig-zag motion while in contact with the road, are also prolific causes of scuffing. To prevent this condition care should be taken to have the wheels in alignment, to have the brakes and steering gear properly adjusted, to slow up while rounding corners, and to avoid using the clutch in a jerky manner.

Good Milk is Being Here Produced With the Aid of the Milking Machine.

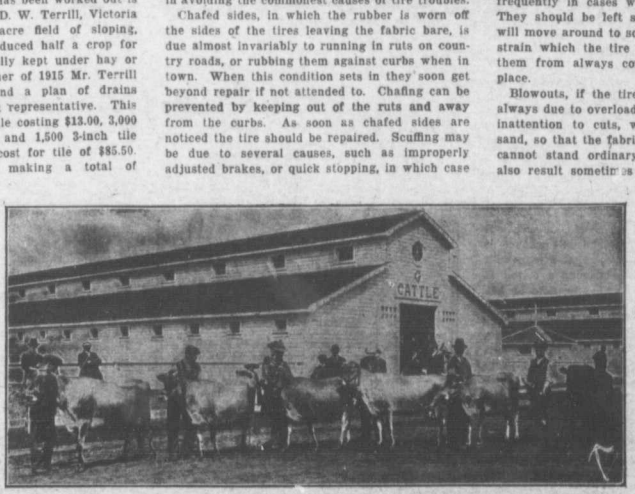
Cuts and Bruises.

Unless small deep cuts are attended to as soon as they are inflicted on the tires, sand and dirt and water work their way into the wound. With every revolution the cut is expanded, the foreign matter sucked in, and a grinding motion is set up which wears the tires to pieces. This trouble is known as disintegration, and is provided against by examining the tires for cuts and having them closed with materials which are manufactured for the purpose as soon as they appear. When tires are insufficiently inflated and a blunt object is struck at a high rate of speed, the result is that the inner plies of the fabric may be broken. No effect may be visible from the outside, but the broken ends of the fabric wear against one another and become weakened, and eventually a blowout results. Careful driving over rough or stony ground and proper inflation will provide against this trouble.

Running on a punctured tire, rusty or bent rims and insufficient air pressure are the common causes of rim cutting. The cause of the trouble suggests its prevention. In case a tire punctures while on the road, it is better to remove it and run on the rim than to run on the tire. This can be done for a short distance without seriously injuring the rim, though afterward it is best to carefully examine it and see that it is not bent, as this may again result in rim cutting. Chain cutting results more frequently in cases where the chains are tight. They should be left slightly loose, so that they will move around to some extent and prevent the strain which the tire suffers when passing over them from always coming in exactly the same place.

Blowouts, if the tire is in good condition, are always due to overloading. They also result from inattention to cuts, which allow the access of sand, so that the fabric is damaged until the tire cannot stand ordinary air pressures. Blowouts also result sometimes from insufficient inflation, and from damaged tubes which may have become slightly worn by being kept loose in a box before being used.

The most common cause of tire trouble is under-inflation. It is wise economy to purchase a pressure gauge. The following pressures are recommended for the different sizes of tires: Three-inch tire, 60 lbs.; three and one-half inch, 70 lbs.; four-inch, 80 lbs.; four and one-half inch, 90 lbs., and five-inch, 100 lbs. Lack of attention to small injuries when they first appear, together with reckless driving over rough roads, are also prolific causes of tire trouble.



A String of Stylish Jerseys as Seen at the Edmonton Fair.

Prof. Hunter, of the Kansas College, says: "Straining does not enhance the keeping qualities of milk. It removes the larger particles of filth, but in the process it breaks up the small clumps of bacteria, thereby facilitating bacterial growth and increasing the danger of souring."