

particular attention should be paid to the kind of sires to which the female animals on the farm are bred. It is a regrettable fact that in some sections grade sires of all classes of stock are still being used. Of course, pedigree is not everything, but it indicates at least that some attention has been given to the selection and mating of animals for several generations. The individuality of the animal should be considered as well as the line of breeding. True, there are many grade herds and flocks that from the standpoint of meat or milk production are as valuable as pure-breds. Without exception these animals were brought to the high state of productivity by continued use of pure-bred, high-quality sires and saving the best females for breeding purposes. Too many breeders allow the first cost to stand between them and a good animal. In the end this is false economy. If money had been invested in good herd headers a few years ago many herds would be more valuable to-day than they are. It is not too late to start now.

During the past few winters many young men have been attending Short Courses and special meetings held in their county, and have made a study of breed type and conformation. They have visited farms where well-bred stock was kept, and have discovered that very little more work was involved in looking after stock that showed quality and character than for common stock which, with any amount of feed or care, could not be made to look like show animals. Many of these young men have gone home with a determination to improve the quality of live stock on the home farm. Others have felt discouraged because conditions were not such in their district that improvement could be made, and lack of finances prevented them from purchasing foundation stock. In conversation recently with a young man who had just started business for himself, he remarked that none of the neighbors kept a sire that would tend to improve his herd, and he felt that he could not afford to lay out the money for the quality of animal he thought he should use. Besides, if he did purchase a good animal the neighbors would want to use him at the service fee of an ordinary sire. To refuse them would make bad friends. Similar conditions exist in many districts, but it is believed that several farmers of a like turn of mind could profitably co-operate in the purchase of male animals of the desired breed and quality and use them exclusively on their own herds, or accommodate only those who know the value of breeding as a means to obtaining more profitable live stock. In most neighborhoods the services of a good stallion can be secured. Where several stockmen can agree on keeping the same breed of animals the cost of a bull, boar and ram would not come very heavy on any one. This is one way of getting good stock started in a neighborhood. The owners could agree to allow one of their number so much for feeding and looking after the sires, or they could take turns in keeping them. While the herds and flocks were being graded up pure-bred females could be gradually added. Sheep and hogs multiply rapidly. With cattle it is different, but barring mishaps two females would be the ancestors of a fairly good-sized herd in ten years' time. Time necessary should not deter anyone from making a start. Not only is well-bred stock more profitable to feed, but there is something about it that commands better attention and there is always something better to be expected from each generation. There is always the opportunity of improving on the original which makes work more interesting to the average man. High-

quality, well-bred stock always has commanded and always will command good prices on the market. The stockman that can produce the goods does not need to worry about markets. Whether male animals are purchased by the individual or co-operatively do not stick for a few dollars in order to secure the type of animal you want. Ten dollars now may mean one hundred dollars or more in a year's time if any of the progeny are for sale. More stock and better stock is needed in this country, and the young men must be depended upon to supply the future demand. Commence now to lay the foundation for better live stock on the farm. Organized young farmers could do much by co-operating in the purchase of sires as suggested.

How a Boy Feels.

EDITOR "THE FARMER'S ADVOCATE":

I sometimes think that Dad forgets how it feels to be a boy. I hope the new department in "The Farmer's Advocate" will remind him of the time when he was one. If not exactly crowded off the farm, a good many of us lose interest in its work and affairs because father keeps the whole thing to himself. I don't mean the money, for we are used well enough and likely get far more than we earn, but he does not take time to explain the meaning of what is going on, or why we are told to do things. Sometimes we must obey quick, I know, without reasons, but I often felt it very keenly as a lad, that what I thought did not count. I might be wrong, of course, but I always wanted to know why. Then we boys used to be set at such everlasting and disagreeable jobs, like hauling brush forty rods by hand away from the old orchard that had been trimmed to the road or lane fence, when a horse and boat and chain would have done it like fun in half the time; or lifting roots out of a deep, damp cellar into the feed passage when the "neeps" might just as well have been stored on the level; or pitching manure out of a little cubby-hole window behind the cattle, or wheeling it out to the pile in a clumsy, old barrow that skinned our knuckles against the posts of the door or slipped off the wet plank on the pile until hands and clothes were about the same color as the stuff we were handling. Manure carriers were not dreamed of then, but was there any good reason why the manure passage had to be only three feet wide, or the barrow itself as heavy as the load? Then think of setting a boy alone to spread the manure piles on a hot Saturday afternoon in a six-acre field intended for fall wheat! If any one thing more than another tended to drive me off the land I think it was manure, and nobody ever thought it worth while to explain what it was all about. "Can't grow crops without it" was all the satisfaction I got on the subject. Then on school holidays we would almost have had a fit to hear the head of the place call out "Hurrah, boys, drop books and work and we'll have a day's fishing" and take mother and the girls to the river. If Dad went away jobs enough were invented to keep us busy till he returned, jobs like those described, or picking over the apple bins or potato piles in a dark cellar with a smoky lantern, picking stones off the fields or pulling weeds, shocking thistly oats by hand, singling rows of turnips nearly an eighth of a mile long or hoeing corn till the back ached, and too often without company or any interesting chat about the why and the where-

fore of it all. Nor were there any school fairs in those days nor home plots for the youngsters. The hens and the hogs would have made short work of them any how, for nobody had time to fence the garden. To ride the horse all day while Dad held the single cultivator between the tasseled rows of corn was not so bad, and driving the flock of sheep to the washing place on a warm, spring day was one of the delightful events of the boy's year. Naturally I am fond of work if it interests me and I see "something to it," but meaningless monotony with never a hint about the beauties of the wood and the field and the sky—that is the way I felt about the farm and why my thoughts turned to other pursuits. He was a good and true man, my father, and succeeded, but for some unaccountable reason he forgot how it feels to be a boy, and I suspect some others are dropping into the same groove and it will lead the boy to the same old end. It is a satisfaction to see that "The Farmer's Advocate" does not forget those who are growing up on the farm, and gives us a generous corner where we can "speak our mind" and tell what we are doing. JAMIE.

Encouraging the Young Men.

Many agricultural associations leave the young men of the district entirely out of consideration when making out their prize-lists and arranging for their annual fall fair. They wonder why the young men do not take more interest. The fault is in themselves. They do not give these future leaders a place on their board, or offer any inducements to them. That the young men are willing and anxious to take an interest in and assist in making the annual event of greatest educational value to the public if given an opportunity is in evidence in the Strathroy district. Three years ago four prizes were offered by the fair board for a stock-judging competition. Over a dozen young men took part. They placed and gave reasons for their placing two classes of stock, after which there was a general discussion. A large crowd was present, and the general opinion was that the competition was profitable not only to the contestants but to all present. To be able to tell why one animal was superior to another should be expected of every judge in the ring. The competition has been encouraged each year by the board of directors. Not only do they give prizes but make allowance for it in arranging their program. Last year a young farmer was chosen as a director and served on several committees. A new departure was inaugurated. Twenty dollars were set aside for a competition in a display of farm products put up by young men of four townships. Great interest was shown and attractive exhibits were put up which drew many to the fair and showed them the variety of products their respective townships were capable of producing. This year three young men are on the fair board, and prizes for competitions have been increased. The young men of this district are organized. They first requested that they have representation on the fair board; they got it, and the value of their co-operation in making the fair a success is amply proved. Not only do they take an interest in competitions, but each one endeavors to fit something to show in the various classes so as to increase the number of exhibits and make competition keener. Every young man should take an interest in his local fair, and every fair board should encourage him. It will benefit both.

Automobiles, Farm Machinery and Farm Motors.

More Essential Points in Buying a Car.

Having gone through the first process of car buying, you are now prepared for the secondary ones that call into play the most careful consideration. The frame of any good machine should be made of re-inforced pressed steel. See that the side members, the long supports running from the front to the rear, are of ample depth and width to stand every reasonable strain. The springs may be semi-elliptic, three-quarter elliptic or cantilever and give good service, but make a thorough inspection of their strength. Of course the cantilever suspension possesses the easiest riding quality. Stand on the running board of the auto, and by bouncing the body, a fairly accurate idea of the elasticity and jolt-resisting power of the machine can be ascertained. Now get right under the car and use your sense of proportion. Grip the rods firmly. They should convey an impression of solidity. Building frames is an exact science, the day of weak, brittle metal and faulty connections having long since faded away. You should find no indication of anything but firmness. The best front axles are drop-forged I beams, the letter I being derived from the appearance of a sectional beam, and the only type of serviceable rear axles are three-quarter or full floating models which allow all the weight of the car to rest upon the housing around the axle, in order that the latter may have no other work than the driving of the wheels. Let me insist, before going farther, that the reader concentrate

upon these details, as the care of a car depends as much upon the knowledge of the functions it is supposed to carry out as upon the constant use of oil, water, gasoline or tools. The wheels should be of the artillery type with heavy spokes, large hub flanges, and great rigidity, and as for tires, you can almost accept any well advertised brand but do not trifle with nameless "seconds" or shop-worn goods if you wish entire satisfaction. You can determine the length of the machine you desire by placing your family and friends in different models, but as a matter of information, the wheel base indicates the distance between the dead centers of the axles.

The running gear having been inspected, let us examine the body, which in the early manufacturing stages was constructed of wood but is now entirely made of pressed steel. The first idea of painting called for numerous coats piled persistently one upon another until a smooth, lustrous finish had been attained. Now-a-days the rough coat is rubbed off and the finishing covers put on, for the most part, with sprays. If the body throws a continuous even reflection and is free from dull spots, you can rest assured of its quality. The seats call for minute examination, for leather can be made extremely deceptive. Hides are cut into three parts, called the grain, the moose and the split. Pinch and crush the product. If it cracks, the material can be set down as inferior, but if it remains soft, pliable and resilient, then you are sure that it is a grain or outside cut and the best available. Beware of patented, painted upholstery—good wine needs no bush. If the filling is made of mohair and the springs are in firmly set coils, you can depend upon maximum comfort, although some good mechanical cars of low price still use excelsior padding and loose wiring. The appearance of the top will be apparent to even an unpracticed eye. Strength in the bows and thickness of material are easy standards to determine.

You are now ready to sit behind the wheel. Ask for the service brake and then press it down to find if it is easily accessible. Also test the emergency brake for the same purpose. The former contracts externally upon the drums of the rear wheel and the latter expands internally. Later on in a demonstration, the action of these safeguards should be carefully watched as much depends upon the feeling of certainty they justify and inspire. Switches will be found upon the instrument board, and dim as well as strong headlights should constitute a part of the forward equipment. The first named are insisted upon by the traffic squads of large cities, and the last mentioned cannot be easily dispensed with in country driving. In the tool equipment of the car you should find a tire pump, auto jack, tire repair outfit, complete assortment of wrenches, oil can, oil funnel, oil gun and cotter keys. Motoring from home unprepared for an emergency, is unfair to your guests and inconsiderate of your own comfort.

And so we come to the engine which is placed in an automobile to deliver power to the rear axles. There are three types, the valve-in-head, L head, and T head. The names constitute accurate descriptions. The first has a gas chamber directly over the piston and consequently the entire force of each explosion goes to the development of power. In the L-head type the chamber at the side allows for a certain waste of energy, and in the T-head type, the two side chambers prevent the complete use upon the piston of all the force coming from the exploded gas. But there are many arguments in favor of each model, and some people find fault in each one. Speaking generally, it may be said that siege guns and aeronautical engines are based upon the valve-in-head style. The type of motor is a large factor in the construction of any car, but it must be thrown into the aggregate of good and find its ultimate basis in its relations to the rest of the machine. AUTO.