

The Farmer's Advocate AND HOME MAGAZINE.

THE LEADING AGRICULTURAL JOURNAL IN
THE DOMINION.

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JOHN WELD, MANAGER.

Agents for "The Farmer's Advocate and Home Journal,"
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1. THE FARMER'S ADVOCATE AND HOME MAGAZINE is published every Thursday. It is impartial and independent of all cliques and parties, handsomely illustrated with original engravings, and furnishes the most practical, reliable and profitable information for farmers, dairymen, gardeners, stockmen and home-makers, of any publication in Canada.
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went awry. And even if by reason of what are called mishaps to the farmer or the family or from the visitations of drought, wet or storm he suffers reverses, these are usually less severe in final result than in case of the shiftless, ill-informed man, and in nine cases out of ten the good farmer bears his losses with greater composure and fortitude. He is also more likely to recover quickly from a setback. His resources of will and spirit are greater for he is able to rest upon the bed-rock assurance that time is on his side, and that the forces for weal are greater than the forces for ill. As in righteousness, so in farming he that endures will be saved.

Why Fewer Pigs are Produced.

There are many reasons advanced for the decrease in numbers of hogs being raised and marketed in many of the pork-producing sections of Canada. Ontario has been the leading province so far as the bacon trade is concerned, and Ontario has showed the greatest falling off in the industry. True, many of the young men have left the farms for city employment, and, true, thousands of the younger men and older ones, too, have sold their farms or left the old homestead in the East for wider fields in the West. And besides there has been of late a growing dislike for certain kinds of labor on the farm, among them being pig feeding and cleaning out hog pens. There should be nothing particularly distasteful or unduly laborious about pig feeding. Pigs are one of the most profitable classes of live stock on the farm. There is, however, another very potent factor in the decrease in pork production. We refer to the changed conditions of Canadian dairying. A few years ago the bulk of the milk was made into cheese and butter, leaving an abundance of skim milk or whey on the farm, both profitable by-products when utilized in making bacon. There has been a great change. Particularly has this been the case with cheese-making, which has fallen off rapidly, the milk going elsewhere. The output of butter is increasing, but not so rapidly as it might were it not for the fact that augmented city populations

have increased the demand for whole milk enormously. Milk condenseries, powder factories and other plants have been installed, all of which take the whole milk. The prices for this latter product have gone higher, in consequence of the increased demand, than it was possible to obtain from selling the milk to the cheese or butter factories. Perhaps if the value of all the by-products left on the farm, when cheese and butter are sold, were reckoned, this practice would balance up with the apparently higher returns from selling whole milk. However, the difference in price between that obtained for whole milk for city trade and for the same product to the cheese and butter factory has been sufficient to change the methods of dairying followed on many farms, and where the change has been made it has not been found so profitable to raise pigs in large numbers. There is nothing quite so suitable for young pigs as skim milk, and without it greater skill in feeding is required to make newly-weaned pigs grow rapidly. Perhaps this change has been, more than any other one condition, responsible for the falling off in bacon production. Pigs and milk go well together, and the feeder accustomed to having plenty of milk for his pigs cannot satisfy himself to feed them without it, and there is no question but that he cannot make his operation in the pig business quite so successful without skim milk or whey. If the cities and powder plants continue to get the whole milk we need not look for a very rapid increase of bacon hog rearing.

Good Roads and Good Citizenship.

"Getting the people closer together by enabling them to get in touch with one another, whether on foot or by wagon or by automobile or other means, through satisfactory and well-maintained highways will be a great step toward insuring better citizenship by the betterment of educational, social and economic advantages."

This is the epitome which David F. Houston, Secretary of Agriculture in the United States, applies to the relationship between good roads and good citizenship. Better facilities for education, greater ease of social intercourse, and a saving of thousands in the marketing of crops, all of which good-road systems accomplish must make for a better citizenship. Good roads are a mark of the progress of civilization. The simplifying and perfecting of the various modern means of communication and transportation have advanced very rapidly, but as Secretary Houston points out good roads, perhaps the most important and most beneficial of all, have failed entirely to keep pace with these advancements. The road question is the one transportation question which demands the attention of all the people. It is like the business of the smallest municipality, and even the most indirectly interested individual in that municipality, and the most powerful legislators in the Federal Government.

The question is, which is the best plan, to inaugurate a system of good roads feeding local markets with ample provision made for maintenance or a transcontinental highway or highways touching large cities and towns. "The Farmer's

mediate neighborhood—with a single stretch of roadway running for about four thousand miles without regard to subsidiary highways. This latter sort of road is, I presume, the one generally considered in touring circles, where pleasure more than usefulness, and picturesqueness rather than economic value, seem the first requirements. * * * * * The suggestion of interstate and transcontinental roads connecting capitals and cities of commercial importance appeals to me, but the essential thing to be done is to provide such good roads as will enable us to get products from the community farms to the nearest railroad stations and make rural life more profitable, comfortable and pleasurable. Such roads are equally essential to the establishment and operation of adequate elementary and secondary schools for the benefit of the country boys and girls."

How true! a system of good roads in every county leading to the local market centers and railway stations is the foremost consideration. Once these are accomplished there need be no worry about a national system. It will be already a reality. Let the municipalities get busy with the aid of the Provincial and Federal Governments, and lay their plans to cover maintenance as well as construction. There is absolutely no use of spending good money in building roads without ample provision for maintenance. The road question is a very live one in this country just now. In Ontario a commission is busy gathering data concerning the roads in different counties. Thinking men may well apply their powers to road matters. It is a national question as well as a question for each individual.

Federal Aid to Agriculture by Provinces.

In the session of 1911-12 the Honorable Mr. Burrell, Minister of Agriculture, brought down appropriations aggregating \$500,000 to assist the provinces in their agricultural work. This sum was divided according to population, and the grants varied from \$6,530 for Prince Edward Island to \$175,733 for Ontario. The two main conditions laid down were that the provinces were to spend these sums on approved agricultural work, and were to use them to supplement their regular appropriations. No special restrictions were laid down as to the lines of expenditure. It was expressly stated by the Minister that these grants were merely preliminary to a more careful consideration of the situation. After a year's enquiry and consultation it was determined that much valuable and permanent benefit would result if assistance were given along the line of education, interpreting that word along its broadest lines. The bill introduced defines it as "Education, instruction and demonstration." Evidently it was thought that the agricultural industry could be materially helped if instruction along many lines could be provided for or conveyed to the farmer and his family. Schemes or plans of instruction carried out by the provinces should have the element of permanency, therefore, the Minister made provision for grants covering a period of ten years. The grants for 1913-14 total \$700,000 or \$200,000 more than for the previous year. This extra amount is divided as follows: \$20,000 to be divided among the Veterinary Colleges, of which there are now two in Canada, and \$20,000 to each of the nine provinces. Thus, this year each province receives \$20,000 more than it did last year. There is an annual increase of one hundred thousand dollars in the total. The yearly grants work out, therefore, as follows, according to the table in Hon. Mr. Burrell's address:

	1913	Yearly increase.	1917-23
Prince Edward Island	\$ 26,529.85	\$ 1,306	\$ 31,753.73
New Brunswick	44,509.93	4,902	64,117.87
Alberta	46,094.95	5,219	66,970.91
British Columbia	47,334.76	5,467	69,202.57
Manitoba	51,730.05	6,346	77,114.09
Nova Scotia	54,288.45	6,858	81,719.21
Saskatchewan	54,296.29	6,859	81,733.32
Quebec	159,482.40	27,896	271,068.32
Ontario	195,733.32	35,147	336,319.98

Advocate" has always held that this latter form of good road would be an automobile tourists' pleasure path, and not the most necessary and most valuable means of improving the condition of the rural population educationally, socially or economically. Speaking of a transcontinental road Mr. Houston said:

"The value of such a road, of course, cannot be doubted, but we must not confuse a national highway—made up of localized roads which touch at many points throughout the country each a unit of immense economic value to its im-

It may be of interest to our readers to know what the various provincial departments are doing with these grants, and, therefore, we have compiled the following notes, showing how, through the Federal grants to the Provinces, the latter have been enabled to enlarge their operations and undertake new work.

Prince Edward Island.—First of all the Department purchased a hall and fitted it up for the holding of courses in livestock judging, pure seed fairs, and horticultural work. Instead of sending farmers to Nova Scotia, short courses are now provided on the Island, and the atten-