

and were in a hurry, they had to wait until we got things ready for them. Many said, "Oh, never mind if there are a few poor ears, just throw them in here." We always tied things up carefully in packages, and we always had repeat orders from these people.

We were known in all the small cities around, and in many of the larger ones, too, for that matter. We were the envy of every market man, and had numerous chances to sell our goods to markets all down the North Shore. We found that people demanded things from our garden from their marketmen. One fellow came and begged us to sell to him, so that he could satisfy his customers. We told him that we would sell to him and give him the same price that we would give to the customer, on a written guarantee that he would not charge them any more. He had to do it. And he kept his agreement, because he had other things to sell and had to keep his trade.

We even went so far as to plan to have greater things for our clientele. We were going to have little milk-fed pigs for roasters. We were going to have prime-fed baby beeves for the holiday trade, and add to our garden truck. Canada called one of us, and the other went to Louisiana to work on a larger scale a farm of 5,500 acres.

All of these things were carried out by a young man who knew how to farm and a young man who held an office position and knew the value of the right kind of advertising.

Questions in regard to our methods will be cheerfully answered through the columns of this paper.

EDWARD DREIER.

Waterloo Co., Ont.

[Note.—This article, based on actual experience of the writer, was inspired by the cartoon, "The Juggler," in our Issue of April 18th. The real value of selling direct to the consumer is clearly set forth. Better satisfaction for all concerned would follow if more of this were practiced.—Editor.]

Ontario Highway Legislation.

Following the account recently published in "The Farmer's Advocate," of what the different States in the neighboring republic are doing for road improvement, we addressed an inquiry to the premiers of the different Provinces of Canada on the same subject. From the office of Hon. J. P. Whitney, Premier of Ontario, we have received the following statement:

Ontario road laws provide, primarily, that responsibility for all work of highway improvement and maintenance rests with the local municipalities, and that each township, village, town, and city shall have control of the highways and streets within their limits. An exception to this is the provision for county roads. Under the Highway Improvement Act, any county council is authorized to assume for construction and repair a system of main roads within the county—usually about 15 per cent. of the total road mileage of the county. To this work of main road construction, the Provincial Government contributes one-third of expenditure, or one dollar for each two dollars raised by the county. In Northern Ontario, opening and improving of colonization roads rests largely with the Provincial Government. Wherever township organization has been established, the Colonization Road Act provides that a township may be voted, by the Legislature, a grant proportionate to the amount raised by the township for specified work. But a large part of this road work is unorganized territory, where the entire cost devolves on the Province.

At the session of the Ontario Legislature, just prorogued, a number of important measures were adopted by the Government. An expenditure of \$5,000,000 was authorized for the further development of Northern Ontario, and it is intended that a considerable proportion of that amount will be expended on roads. In addition, the sum of \$525,000 was voted by the Government for ordinary expenditure of the year on colonization roads. The Highway Improvement Act was so amended as to provide for:

1. More efficient supervision of the work.
2. The publication of complete statements of expenditure by county councils.
3. Contribution by cities to the cost of improvement in certain cases.
4. The construction of a partial system of main roads within a county, and the equitable apportionment of the cost among townships.
5. The construction of object-lesson and experimental roads by the Provincial Highways Engineer.
6. Authority was provided to enter into agreement with the Federal Government to receive subsidies for the purposes of the Highway Improvement Act.
7. And the one million dollars originally set aside under this Highway Act has been exhausted, a second million was voted for continuation of county work.

Census of Canada's Dairy Industries, 1911.

The Dominion Census and Statistics Bulletin for March, 1912, gives the records of butter, cheese and condensed milk, as collected at the census of last year. There were 3,628 factories in operation in 1910. The quantity of butter made in the year was 59,875,097 pounds, having a value of \$15,682,564. This is 23,818,358 pounds more than in 1900, and the value is more by \$8,441,592. The quantity of cheese is 231,012,798 pounds, which is more than at the previous census by 10,179,529 pounds, but the value is less by \$600,776. The total value of butter, cheese and condensed milk in 1910 was \$39,143,089; and in 1900 it was \$29,731,922, being an increase of \$9,411,167 in ten years.

Taking butter alone, the value of the factory product was \$7,240,972 in 1900, and \$15,682,564 in 1910; and the value of cheese alone was \$21,890,432 in 1900, and \$21,620,654 in 1910. The average price of factory butter was 20 cents per pound, and of cheese 10 cents per pound; whilst in 1910 the average price of butter was 26.2 cents per pound, and of cheese only 9 cents per pound.

A comparison of the quantities and values of the production of butter and cheese is given in the following tables, by Provinces, for the census years 1901 and 1911 for the preceding years, respectively:

CENSUS OF FACTORY CHEESE.

Provinces.	Lbs.	1900.	\$	Lbs.	1910.	\$
Alberta	27,693	3,970		193,479	23,473	
British Columbia						
Manitoba	1,289,413	124,025		694,713	81,403	
New Brunswick	1,892,686	187,106		1,166,243	129,677	
Nova Scotia	568,147	58,321		264,243	29,977	
Ontario	131,967,612	13,440,987		157,631,823	14,845,661	
Prince Edward Island	4,457,519	449,400		3,293,765	354,378	
Quebec	80,630,199	7,957,621		67,741,802	6,152,689	
Saskatchewan				26,730	3,396	
Totals	220,833,269	\$22,221,430		231,012,798	\$21,620,654	

CENSUS OF FACTORY BUTTER.

Provinces.	Lbs.	1900.	\$	Lbs.	1910.	\$
Alberta	406,120	82,630		2,149,121	533,422	
British Columbia	395,808	105,690		1,206,202	420,683	
Manitoba	1,557,010	292,247		2,050,487	511,972	
New Brunswick	287,814	58,589		849,633	212,205	
Nova Scotia	324,211	68,686		354,785	88,481	
Ontario	7,559,542	1,527,935		13,699,153	3,482,171	
Prince Edward Island	562,220	118,402		670,913	156,478	
Quebec	24,625,000	4,916,756		37,346,107	9,895,343	
Saskatchewan	339,014	70,037		1,548,696	381,809	
Totals	36,056,739	\$7,240,972		59,875,097	\$15,682,564	

The increased price of factory butter led to a larger production in 1910 than in 1900, and this was made especially in Quebec, at the cost of a lower production of cheese. The change was further induced by the lower rate of duty on cream in the United States, which encouraged larger exports to that country.

The number of condensed milk factories in operation increased from four, in 1900, to twelve in 1910, and the value of product increased from \$269,520 to \$1,839,871. There are now six factories in Ontario, with a product value of \$1,335,689; two in Nova Scotia, with \$133,956; two in Quebec, with \$275,000; one in British Columbia, with \$44,326, and one in Prince Edward Island, with \$50,900. In 1900 there were two factories in Nova Scotia, and one each in Prince Edward Island and Ontario.

ARCHIBALD BLUE,
Chief Officer.

Foot-and-mouth Disease Again.

We are informed by Dr. George Hilton, acting Veterinary Director-General, that the Dominion Government issued an order on April 16th, to take effect on said date, prohibiting for three months the importation or introduction into Canada of any hay, straw, fodder, feedstuffs or litter accompanying horses from continental Europe. The shipment into Canada of cattle from Great Britain, Ireland and the Channel Islands on steamers carrying horses from continental Europe, is also prohibited for the same period. This move was taken in order to safeguard the interests of Canadian live stock, owing to the fact that foot-and-mouth disease is at present prevalent in the countries of continental Europe.

Favors Wire Fences and Trunk Roads.

Editor "The Farmer's Advocate":

In discussing the problem of bad roads and their improvement, the social drawback is a question that might be taken up from a great many viewpoints, but it is not my intention to enter into a many-sided article on this question, but just as it has had its effect on the community in which I live.

In the first place, when is social life most indulged in in the rural community? In my experience, I would say the winter months, especially by the younger class of people. Now, the greatest drawback to the social functions in rural districts in winter is the snow-blocked condition of the roads for about three or four months. This condition of affairs is being partly overcome by the use of wire fences. The council of this municipality (Pickering Tp.) have enacted a by-law granting a bonus of 15 and 25 cents per rod for wire fence, to be erected on the north-east and west sides of the highway, wherever the snow has a chance to fill the road. It not only has the effect of giving a good road that can be travelled at any time after a storm, but it also makes a marked improvement on the roads in the spring, when the snow begins to melt, instead of having large snow-banks gradually melting and trickling on the roads for two or three weeks, and in some instances longer, causing washouts in the road, rendering it almost impassable. With the wire fence, the sides of the roads are clear of snow

first, opening the ditches, and making room for the snow that may have accumulated during the season, thus causing the roads to be dry much sooner than they otherwise would be with the large snowbanks on the sides. I claim that bonusing wire fences is a great step in the right direction in overcoming the bad-road question, especially in the winter and early spring months, when rural social life is most indulged in. Now I don't wish to be understood as opposed to any good-roads scheme, as what can we enjoy any better than a nice pleasure trip on a first-class road? Then, the question might arise in rural districts about time to have those pleasant trips. When it is pleasant to drive, it is not always convenient to take time. As the old proverb goes, the farmer must make his hay when the sun shines; and during the summer almost any road is good, unless it has been covered with very coarse gravel—in some cases you might say stone, uncrushed—causing a great amount of annoyance, as well as a very great loss in damage to vehicles.

In my opinion, there are only about from three to five weeks of bad roads in the spring and fall. I find by experience that bad roads can, without any very great expense, be considerably improved by the use of a split-log drag on the road as soon as it dries sufficiently to use it. A man and team will smooth up a mile in about two hours that you might think equal to a park drive.

I think one fact that has been overlooked in the construction of roads in the past is proper underdrainage of the low places. This brings to my memory a very bad piece of road that was almost impassable every spring. It always got boggy. A 4-inch tile was placed about 3½ feet