FARM AND DAIRY



Is it your lot every morning and evening to have to milk eight, ten, twelve or fifteen cows, and then to separate the milk with a low capacity, hard-to-turn, hard-to-clean machine?

Yes, -----, well, then, we have something to say to you.

B-L-K Mechanical Milker

Out B-L-K Mechanical Milker eliminates the drudgery connected with hand milking, and as for the cost of operation : It costs one of Ontario's progressive dairymen but I6c to milk 22 cows twice a day. Would you do it by hand for that?—Hardly. This dairyman further states that the ranchine is easy to operate, and takes but a few minutes a day to wash it.

A "Simplex" Link Blade Cream Separator

"has it on them all." The low down supply can, only 3½ feet from the floor, does away with all back-breaking lifts. It is easy to clean. The link blades do not come apart, and for cleaning are held by standard for convenience in handling. The 1100-1b. size when at speed and skimming takes no more power t' an the 500-1b. hand separator of other makes.

Now we don't ask you to take our word regarding the B-L-K or Simplex. What they have done and are now doing for others, they will also do for you.

Our proposition is one that we know will appeal to you. Write us to night for full information and literature. Remember that-

"The Proof of the Pudding is in the Eating."



Has YOUR BEST COW ever appeared in print ?

Has her **RECORD** been published?

Many a good cow has been disgraced and her offspring "sold for a song" simply because her ability to produce was never well known.

If you have a **Good One** or **Offspring** from her, why not let your brother dairy farmers know about them in our big



Advertising Department Farm and Dairy, Peterboro, Ont.



A Type of Read That is Being Widely Adopted Where Traffic is Heavy This 15 foot concrete road has been giving rood evrice in the State of Maryland and while its first cost was heavy, maintenance charges have been precisions in Easer county, Ontario, has been considering the construction of the state material. Were is not for motion cast is virguing advices the Queen Wast proportion of the cost, therefore, should be brane by motorists?

Can We Afford to Build Concrete Roads?

E SSEX county, Ontario, considmoney on concrete highways that concret conds are expensive. Was Easer county wirs in the choice of materials for consu-tricing? No one questions the wisdom of its decision for good roads. We will have to go to the United States to determine just how the concrete road is meeting the demand for a durable highway in actual practice. In Conneticut, Maryland, Now Jersey, New York, Delaware and Pennsylvania, both state and local communities are submine of their problem and with excellent real"s.

Taking a 16 foot concrete road as a basis, highways of this character have cost on the average about \$12.00 a bill of the average about \$12.00 a bill of the average about posts hample, in Belfendaine, Ohio, base cost of the average about the average has cost less than \$25 x mile a average maintenance owhile the average maintenance cost of macadam costs in fire eastern states in 1912 exceeded \$900 a mile a year. The farmer, in adopting concrete. has formed the matter in this way:

A road is an investment. The mo.d conservative estimate of maintenance cost on macadam a mile a year would be certain to reach \$300 if the road is asbject to motor-driven traffic and kept passable at all scaness. An equally conservative estimate for construction is \$20,000 pat mile. The \$300 maintenance cost represents interest on \$6,000 at for per cent, thus making the real investment \$12,000 a mile, or relation of a mile of indestructible concrete road. As a matter of fact, taking New York, New Jersey and Penneyi vania costs, the investment would be some \$25,000 a mile.

October 29, 1914.

From considering a single mile at readway it became interesting to figure cests on many miles to see what would hongared with concrets measurempt left the assumed that for miles are to be built during a period of five years at the rate of 100 miles a year, and they repairs will not be required on either type of road for two years. Beginning, then, at the third year, and estimating milten and the concrete at \$25 s mile a year, the Belfordnaine faure, the total maintenance costs on 36 (Concluded on pose 6)



Method of Constructing a Typical Sixteen-Foet Conservet Road The templet used to atrike the crown is shown against the conservet in the for ground. Back of this are the installing devices for a server of balance. They a bolding steel protecting plates in position areas to the conserved before holding steel bardeem Boycod, area are trovelling the surface.



Trade increases the wea

Vol. XXXIII.

Ontario F _{Many I}

T HIS fall and the son promises to b several hundred local f ciations of Ontario. months' hard work the for most, if not all, of to become united in th organizations that were namely. The United Far United Farmers' Coope

Last march, it will b siastic meeting was he two hundred representa organizations scattered After two days' discussi mously cooperated in fo ganizations with the interests of the vari throughout the provinc farmers generally. It ganize the farmers of (as the farmer's of west tended that The United E. C. Drury of Barrie occupy the same positi Ontario as the Grain in the prairie province Farmers' Cooperative W. C. Good of Paris a the same position as t Company does for the capable set of officers organizations.

Valuable Wo

During the seven n since their organizatic heard of them, the offi have been active. The good work. The found the campaign which it throughout the province ing up the various low two central association The first few weeks

The nrst few weeks central associations la completing details of paration and insuing Many negotiations we ness firms with the under which local as their supplies at the vestigations have been marketing of many ki of this has taken tim appointments, which progress has been mi the accomplishment of ing the next few mont

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