

Help Wanted

That's the cry of our Canadian farmers just at this busy spring season. But, why worry about the dairy end of the business. Why hire incompetent help when you can save time and money by having the "Two Great Helpers we have for you,



A "Simplex" Cream Separator and a B-L-K Mechanical Milker

They're better any day than hired help. They don't make a fuss about doing a little extra and they're always ready, when wanted.

BROTHER FARMER! Let us save you all the old-time drudgery you now have in milking your cows and separating the milk. Our B-L-K Mechanical Milker will not cost you so very much. It will make money for you.

Send us a rough sketch of your stable. Tell us how many cows you milk, whether or not you have power available, or will require power, and we'll send you an estimate of just what it will cost to have a B-L-K Milker in your stable to milk all your cows and save you the hard work of hand milking.

Booklet describing all sent free on request, also booklets describing our large-capacity, low-down, easy-turning "Simplex" Cream Separators, one of which it will pay you to have.

D. Derbyshire & Co.

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WE HAVE BRANCHES IN A FEW UNREPRESNTED DISTRICTS

Readers' Opinions on Good Roads

A Second for Mr. Inman

"I have just finished reading that letter by J. C. Inman, Elgin Co., Ont., in this week's issue of Farm and Dairy. I trust that this letter will reach you in time for next week as I wish to pat Mr. Inman on the back and say, "Well done, sir." I also wish to protest against the way in which we farmers have to pay up in order that our motor owning friends may have nice hard roads for their joy rides. When I have any fun I have to pay for it, and I say let them do the same.

Mr. Inman expressed my ideas to a "4." Country roads, even earth roads, are first-class for farm traffic during the greater part of the year. In winter we have the snow and during the summer months the poorest earth road is dry and hard. We can so arrange our work that there is little hauling to do during the comparatively few weeks of spring and fall when roads are impassable. We do, however, want better roads than we have, and so far as we farmers are concerned we are willing to pay for better roads suitable for farm traffic. Here is the rub, however, if first-class roads for farm traffic can be built for \$2,000 a mile. Such roads, however, would not last a season with the automobiles whizzing over them. Consequently, we are asked to build roads that cost \$10,000 the extra \$8,000 representing our contribution to the motorist. When we view the immense difference that motor car traffic is making in the cost of roads, is this tax on motors a mere bagatelle in the total bill? I don't care who owns the motor cars, be they farmers or townspeople, I still object to paying so heavily for roads suitable for their amusement.

Farmers' Cars and Others

P. Vanderleek, Peel Co., Ont.

I was not in the least sorry to notice that motorists are to be taxed to the tune of \$400,000 a year in Ontario if the report of the Royal Highway Commission is adopted. One fine feature of the recommendations of that commission is the provision of a graduated tax on motors, the heavier car to pay considerably the higher tax.

I live on a road much travelled by motorists and I know something about the relation of big and little cars on the highway. The light automobile so extensively owned by farmers does not damage a road to one-tenth the extent of the heavy touring cars that come out from the cities. After a rain you can easily track a heavy car going fast on a hard macadam road. The small car makes no impression. If anything, the commission might have advocated a still steeper charge on the heavy car.

I must protest, however, against the proposed tax on horse-driven vehicles. Horse-driven vehicles do little or no harm to "good hard roads." The steel tire passing over a road may wear the surface somewhat, but it leaves the dust so created right on the surface. The rubber tire of the automobile, however, lifts the dust up from the surface, throws it into the air and it is blown over the crops of the fields adjoining. The road is left without any protection on the sur-

face, and is more open for injury from frost and water. No matter how light the tax on horse-drawn vehicles it cannot be a proportion to the damage done. Moreover, the men who use the horse-drawn vehicles are the men who are already paying for the road. The same does not apply in the same degree to the motorists.

Another reason why I don't believe horse-drawn vehicles should be taxed is that these vehicles are being used for the transportation of produce or for travelling in business, while the motor car is usually used for pleasure.

Roads \$723 a Mile

We hear so much of roads at \$10,000 a mile nowadays that a \$723 road seems impossible. Yet this is the average cost of improving country roads, according to the method advocated by Prof. Ayres, of the Oregon Agricultural College. Farm and Dairy does not know how Prof. Ayres' sand-clay road would wear in our climate, but his ideas are certainly well worth investigating.

"The saving in expense over other forms of road is no mean item," said Prof. Ayres recently in discussing the cheaper road. "The average cost in sand-clay roads is but \$723 a mile for the 24,601 miles in the United States, compared with a cost of \$4,989 a mile for macadam. In other words, about seven miles of good sand-clay road can be built for the same money as one mile of plain water-bound macadam. The cost of maintenance is less than for any other form of improvement except the earth road, and horses and automobiles alike prefer it to any of its hard surface roads.

CONSTRUCTION OF ROAD

"The road must first be graded and drained carefully, and should be crowned about one inch to the foot and smooth as a rag. It can be greatly improved by adding sand even if no grading has been done, but the expense will be much greater. The sand must be sharp and coarse, but need not be as clean as is required for concrete. It should be brought and piled along the shoulders of the road in dry weather when teaming is cheaper. Then construction can begin until the rains soften the clay. The cheapest way is to spread it sand four to six inches deep over the wet clay and let the traffic mix the sand with the clay. The cost of cement for this, and as more sand is usually required to fill the ruts and holes formed by the heavier teams, even this advantage is sometimes lost. The road is almost impassable with heavy loads until the sand and clay are thoroughly mixed.

"A better way is to spread the sand evenly to a width of 12 or 18 feet, mixing well with plow and harrow. A depth of six inches is enough for light travel, and a foot for best loads. The road drag should be used often to maintain the crown and fill ruts which will form in the first few months. If the road does not compare favorably with gravel or macadam as soon as the sand is added to the clay, it should not be considered a failure. Its construction is a gradual process, and the spirit will not be its best in less than six months. If it gets muddy and more sand; if it is too dry and dust more sand is needed."



We Welcome

Trade Increase

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THE New York Association that New health standpoint which to live that in support of the annual city department of 1,000 of people. This is a damage country people can "But that is not Canada is a best just want a mirror I should have been in bed, I was bringing through some literature sent from Ottawa by Frank T. Shutt, a chemist, minister, relating to this subject. Mr. Shutt has been examining farm well water submitted to him for sanitary analysis the past 26 years. Although somewhat lengthy for an article of this kind, Mr. Shutt's conclusions are so important that I will quote him in full. Here what this author says: "Reviewing the results obtained since 1887, we find that the waters so examined 30 per cent have been classified as safe and wholesome, 25 per cent as very suspicious, and 36 per cent, as non-potable. From year to year, somewhat, thus, of the lowest percentage, and the highest 40 of good waters exist seasons only. "We do not claim the condition of throughout the Dominion that only those who supply, either through strong objection, itself, are forwarding might be pointed

MONEY IN POTATOES

Of all the insect pests the farmer has to contend with, none is more destructive than the Potato Bug. Potato bugs are everywhere and nothing so quick to cut the farmer's profits from his potato crop.

However, with the proper apparatus, Potato Bugs are comparatively easy to combat. With an O.K. Canadian Sprayer, the farmer need have no fear of the bug—he can spray his field thoroughly, quickly, and inexpensively.

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are so simply constructed that it is almost impossible for them to get out of order, and will last for years. They are constructed throughout of steel and malleable iron and equipped with an automatic double action force pump of brass. They are supplied with two sets of adjustable spray nozzles, which are also adjustable, varying heights, and are operated by one horse.

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