## FARM AND DAIRY AND RURAL HOME

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agricultural topic. We are sed to receive practical article CIRCULATION STATEMENT

CIRCULATION STATEMENT The paid subscriptions to Farm and Dairy exceed 15,86. The actual circula tion of each tesse, including co but stight by in arrears, and annyle copies, varies from 15,36 to 18,86 copies. No subscrip-tions are accepted at less than the full Sword detailed statements of the circu-tation by councils and provinces, will be mailed OUR GUARANTEE OUR GUARANTEE Ne quarantee that every advertises in

mailed free on request We guarance that We were able to do this because the diversion of the form this is because the advertising columns of Farm and Dary are as carefully edited as the reached columns, and because to the second of the second of the second advertiser herein deal dishortsity with you as one of our poid-in-advance sub-dy your loss, provided such transaction occurs within one month from date of this issue, that it is reported to us within a week of its occurrents, and it is cond-tion of this contract that it is cond-triends, though the medium of these co-umns; but we shall not attempt to adjust triling disputs between subscriptions.

umns; but we shall not attem trifling disputes between subs advertise, not honorable business men who adver pay the debts of honest bankrupts.

#### FARM AND DAIRY PETERBORO. ONT.

### ROAD ENTHUSIASTS SPLIT

There are two distinct and oftentimes antagonistic groups of good road enthusiasts in America. The question on which these two groups divide invariably is: Shall good roads be built for the benefit of the American public or for the benefit of the rich automobile owners who want to tour the country in their expensive cars?

These two groups came into conflict during the closing hours of the International Good Roads Congress held at The automobile Detroit recently, group, as is usual, supported the idea of building great transcontinental and trunk highways, whose chief value would be to enable tourists to see the country from their automobiles. The motto of the group seems to be, "See America first." The second group have as their motto, "Cheaper transportation and a lower cost of living ;" this latter group favors a system of roads from the country to the railway

station and from the farms to the in Canada through Dominion legisla-

FARM AND DAIRY

cities. This latter group, which is comprised principally of farmers and farmers' organizations, is not usually very much in evidence at such a road congress as was held at Detroit. They are home sowing wheat for next year's consumption, or doing some of the other work necessary to the feeding strongly before our legislators. of the nations. But they are a force

to be reckoned with just the same. The split that began at Detroit will extend the continent over as farmers generally come to understand the nature of the real motive behind this good roads agitation of which so much is being said in the daily press.

#### **CREEN CHEESE & MENACE**

The report of the Royal Commission appointed by the Dominion Government some months ago to enquire into complaints relating to the weighing of cheese and butter at Montreal, is just to hand. As we anticipated, the commissioners in their report have taken strong ground against the all too prevalent habit of shipping cheese green from the factories. In one cheese factory that came within the range of their investigations not a cheese was found, the make of the day before having been shipped directly from the hoops. The commissioners regard such a practice as one that cannot be too strongly condemned.

There may have been a time when green cheese did not constitute a menace to our export trade. Canada at one time had a monopoly of the British market. Fully half of our summer's export was held in cold storage for winter consumption; and when it finally reached the consumer, cheese that left the factory green had attained a sufficient stage of maturity. Conditions have now changed. New Zealand supplies a large proportion of Great Britain's winter consumption, and our cheese is used immediately. Green cheese from the factory is now green cheese to the consumer; and it is a kind of cheese he does not want.

It is true that our export trade is not as large as it was a few years ago and it is probable that the new conditions brought about by changes in the United States tariff will render the export cheese trade of still less importance to the Canadian dairy industry. We dairy farmers, however, cannot afford to forget that so long as we ship any cheese whatever it is the price of the exportable surplus that determines the price that we receive for all of the cheese made whether it is consumed at home or abroad. Any practice, therefore, that tends to make our cheese undesirable to the Old Country consumer will also tend to decrease prices on this side.

The Eastern Ontario Dairymen's Association recognizes the importance of discouraging the shipment of green cheese and at their last anual meeting asked for legislation making the holding of cheese in the factory for ten days compulsory. Certain cheese boards, notably the one at Peterboro, already enforce such a regulation on their members. The extension of the farmer up to ridicule would take such regulations to every cheese board the roofs off those factories so that

#### FARMERS' FRICES AFFECTED

One reason why farmers do not obtain a larger portion of the final price for which their farm products sell is the great cost of doing business in our cities. The abattoirs, for instance, which handle the farmers' live stock, are forced to pay out hundreds of thousands of dollars a year in wages, one-quarter to onethird of which passes through the hands of their employees into the pockets of the city land holders in the form of rent. Anything, therefore, which increases rentals in our large cities makes it necessary for the working class to demand higher wages and tends to reduce the amount that the packers are able to

pay the farmers for their products. It is the land monopoly as well as the demand for land, that forces up rentals in our cities. Supposing a builder is anxious to erect houses. for working people that would rent for \$12 a month, or \$144 a year. For such a rental he cannot at the outside figure erect a house costing with the land over \$2,500. Supposing he found that his building would cost him at least \$1,500, he could not afford to pay more than \$1,000 for the land. If he finds it possible to buy suitable land at that figure he proceeds to erect a house. If, however, he finds that the land holder is demanding \$1,200 or \$1,-300 for such land as he requires he decides that he cannot profitably erect a house, and does not do so. This creates a shortage of houses and rentals are soon forced up.

A tax on land values would break the monopoly in land by forcing the land owner to put his land in use and thus make it easier for men to build houses. This is one of the great reasons why a tax on land values would benefit the great majority of the people in the cities as well as the residents of the country districts.

#### AN UNFAIR COMPARISON "The farm factory."

This is a favorite expression with magazine writers nowadays. They delight to compare the management of the average farm with the management of the average factory; usually to the discredit of the farm. They tell of the efficiency and thoroughness of factory methods and then stand them side by side with the slovenly and wasteful practices of the farmer.

Such comparisons could not be more unfair. If these armchair artists who are everlastingly holding

CONNERS CONNERS

## Why Should She?

Why Should She'l It must be conceded that Canada must support a sufficiently strong milita to properly maintain law and order in her domain. but it is votset of her splendid national car-eer, who is at eamily with no na-eer, who is at eamily with no na-one of the most powerid; nation one of the most powerid; nation without a navy or any unneces are military expenditure and preof the world for one hundred year-without a navy or any unneces-sary military expenditure and pro-paration for war, should at this the politicians of this country into the vortex of European militarism at become burdened in her futur-military and anyal defence, similar-military and anyal defence, similar-houlders at nearly saver European. shoulders of nearly every European nation.-W. M. McClemont.

#### Samanana

work had to be suspended every time a rain fall, and would make the factory dependent for water on a well that goes dry every time there is a drought and located on a site that is apt to be flooded every time there is a superabundance of rain, the com parisons would be almost exactly right.

The farmer is not such a poor manager as many writers would have us believe. We cannot plan our work ahead as can the city employer. We have the most unstable of all elements to contend with-the weather. The worries contrident with the management of the average farm would be sufficient to make the most efficient and thorough factory manager grey-headed in his prime. We recognize that we are making mistakes and we are trying hard to rec tify them. But let it be understood we are not conducting factories. We are conducting farms, and that is another proposition.

If railways in Ontario were assessed and taxed on the same basis as is other property, they would yield an annual revenue of Railroad \$4,590,000. Assessed

Taxation. and taxed as they now are, they yield only a

small per cent. of this amount. Is there any reason why our railroad companies should escape the same rate of taxation that we farmers must bear? Does not the exemption of railroad property from fair taxation impose an undue burden on other taxpayers? Is there any valid objection to taxing Canadian railroads as heavily as United States railroads are taxed, other conditions being equal? These are a few of the questions propounded recently to the Ontario Government by a deputation representing twenty-nine counties of the province. They are questions that are being asked very seriously by thinking taxpayers everywhere. Farm and Dairy, too, would ask, ls it not time that railroad companies were assuming a fair share of municipal, provincial, and federal taxation burdens?

Let us read the advertisements They are educators. They keep us right in the forefront of progress. They bring to us a knowledge of the latest improvements in all lines.

#### October 3

# Waterloo Co

C. H. Shuh As yet it see say much abou Underwood T produces beef, and dairy proc it to some ex food products a States than her can enter free lation of 90,00 have no fear i market. But whether

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