



Milks 80 to 100 Cows

Read this Testimony of the B-L-K Milker, which it will pay you to have to milk your cows and be independent of hired help.

Q Your enquiry as to success I have had in operating the B-L-K Mechanical Milker, supplied by you, received, and in reply would say that we are well pleased with them. We have kept records of our herd yields for some time, and find that the machine does not affect the yields of our cows to any appreciable extent.

Q There have only been four cows in our herd that did not take kindly to the Milker, and we are milking something like eighty to one hundred cows regularly. The best results are obtained from heifers that are started on the machine. In this case, the stripping while we follow the practice with them as with the older cows, might be dispensed with, as the heifers in all cases have always milked out clean, unless a mistake of some kind has been made.

Q As to the economy of the installation. I figure that with average milkers in a herd the cost of one, the outfit will pay for itself in ONE YEAR.

Write us for an estimate of just what it will cost you to have a B-L-K Milker in your stable. Our booklet describing these machines will interest you. Send to-night for your copy.

D. Derbyshire & Co.

Head Office and Works - BROCKVILLE, ONT.
Branches: PETERBOROUGH, Ont. MONTREAL and QUEBEC, P.Q.

WE WANT AGENTS IN A FEW UNREPRESENTED DISTRICTS

The Milk Pail Shows
whether your cows are profitable producers or merely boarders. Some cows digest their feed perfectly and convert it into milk; others eat as much, but waste it because of poor digestion. Why not make them all profit-payers? It is merely a question of putting them in proper physical condition.

Pratt's Animal Regulator
was designed for just this work, and has been doing it satisfactorily for 40 years. It increases the appetite, strengthens the digestive system; keeps the bowels active; improves the circulation; tones up and naturally stimulates the milk-producing organs, and thus means profitable production. 25c, 50c, \$1; 25-lb. pail \$3.50.
Make milking easy. Cure sore teats with

Pratt's Healing Ointment
25c, 50c
The best remedy for sores, cuts, burns, scalds, wounds of all kinds.
"Your money back if it fails!"

Our products are sold by dealers everywhere, or
PRATT FOOD CO. OF CANADA, LTD.
Toronto, Ont.

1913
Almanac
Free



HOW LONG WILL THE PUBLIC STAND FOR THIS?

National Highway Condemned

A proposal that we have heard a good deal of in Canada during the last year or so, the one advocating the construction of "National" or leading highways in Canada, was strongly condemned at the recent session in Toronto of the Dominion Grange. In this connection the resolution dealing with the matter, read as follows:

"The spending of public money to build transcontinental highways for automobile traffic we consider to be highly reprehensible. Through roads are of no use to the farming community, and it is a misallocation of public funds to apply the hardy earned money of the people to construct 'coast to coast' roads which, in the very nature of the case, can be of little or no benefit to those whose earnings build them. Good roads we need and want, but they should be the average country roads leading from the farms to various market centres. Let the automobilists pay for the roads they wish to use, and let the farmers' money be applied to maintain the roads he uses. Surely this is but scant justice."

Later the following rider was suggested:

"We also protest against the criminal leniency which has often characterized the treatment given to many drivers of autos whose carelessness has resulted in injury or loss of life."

During the course of the discussion of this resolution it was pointed out that the parties advocating the construction of such highways are not farmers or the average resident of the city, but people who own automobiles, and who desire such roads to facilitate their trips through the country. In this connection the retiring Master of the Grange, Mr. Henry Glendinning, of Manila, pointed out that the roads in which farmers are most interested are those leading to the post office, cheese factory or railway station, and that these are the ones the improvement of which are most needed.

Mr. J. J. Morrison, of Arthur, pointed out that the reason the automobilists are able to accomplish so much with the government is because they are well organized. They have their active Motor League, which looks after their interests effectively whenever occasion arises. Farmers resent the manner in which many owners of automobiles dash over country roads, but as they are not organized they are not able to protest effectively.

"There are highways in Toronto down which you would not be allowed to drive a load of hay," said Mr. W.

L. Smith, of The Weekly Sun, "but the residents of Toronto who have automobiles can go flying over your country roads after a rain tearing up the surface as though they had been gone over with a plough."

A HEAVY EXPENSE

Mr. J. A. Powers, of Orono, ex-Warden of Northumberland and Durham, asked what was to be the division of payment for these roads. A member of Parliament had told him that the Dominion Government would defray half the cost of the road that it was proposed to construct between Kingston and Toronto, that the Provincial Government would pay part of the cost and that the united counties would have to pay a portion of the cost of that part of the road which passed through the united counties. This road was to cost about ten thousand dollars a mile, and as there would be 70 miles of it in the united counties, the cost of that portion of it running through the two united counties would be \$700,000. If the united counties were expected to pay only ten per cent of the cost, the cost of such a road to them direct would be \$70,000, while if they had to meet fifteen per cent of the cost it would be \$105,000. In addition to this, of course, they would have to pay taxes, the proportion of the balance of the cost. He thought that for all the benefit the counties would get out of it, the expense would be rather deep.

Mr. Wm. McCrea, of Guelph, wanted to know what object an owner of an automobile could have when he bought a 40 or 50 horse power machine, capable of travelling 50 or 60 miles an hour, when the law limited their speed to 30 miles an hour. He believed that they had only one object and that was to break the law, as such men did not pay any attention to the limitations of the law when they thought that they could break it without being caught. The farmer after farmer told of accidents that had happened in the course of the careless driving of automobiles, some of which had resulted in death. Mr. Woods of Toronto, the sold of how he and his wife had been driven into the ditch by three automobiles, the drivers of which taunted him, as they dashed by, advising him to look out for his legs, and that they would teach him to get off the road.

The principle of the resolution was heartily endorsed by those present, although the resolution was referred back for further revision.

Horsemen in Eastern Ontario are not giving their young colts sufficient feed and care.—John Gardhouse, York Co., Ont.

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