

THE FARMER'S ADVOCATE AND HOME MAGAZINE. THE LEADING AGRICULTURAL JOURNAL IN THE DOMINION.

PUBLISHED BY
THE WILLIAM WELD COMPANY (LIMITED).

EASTERN OFFICE:
CARLING STREET, LONDON, ONT.

WESTERN OFFICE:
MCINTYRE BLOCK, MAIN STREET, WINNIPEG, MAN.

LONDON, ENGLAND, OFFICE:
W. W. CHAPMAN, Agent, Fitzalan House,
Strand, London, W. C., England.

JOHN WELD, MANAGER.

1. THE FARMER'S ADVOCATE is published on the first and fifteenth of each month.
2. It is impartial and independent of all cliques or parties, handsomely illustrated with original engravings, and furnishes the most profitable, practical, and reliable information for farmers, dairymen, gardeners, and stockmen, of any publication in Canada.
3. TERMS OF SUBSCRIPTION—\$1.00 per year *in advance*; \$1.25 if in arrears; sample copy free. European subscriptions, 6s., or £1.50. New subscriptions can commence with any month.
4. ADVERTISING RATES—Single insertion, 30 cents per line. Contract rates furnished on application.
5. DISCONTINUANCES—Remember that the publisher must be notified by letter or post-card when a subscriber wishes his paper stopped. All arrears must be paid. Returning your paper will not enable us to discontinue it, as we cannot find your name on our books unless your Post Office address is given.
6. THE ADVOCATE is sent to subscribers until an explicit order is received for its discontinuance. All payments of arrears must be made as required by law.
7. THE LAW IS, that all subscribers to newspapers are held responsible until all arrears are paid and their paper ordered to be discontinued.
8. REMITTANCES should be made direct to this office, either by Registered Letter or Money Order, which will be at our risk. When made otherwise we cannot be responsible.
9. ALWAYS GIVE THE NAME of the Post Office to which your paper is sent. Your name cannot be found on our books unless this is done.
10. THE DATE ON YOUR LABEL shows to what time your subscription is paid.
11. SUBSCRIBERS failing to receive their paper promptly and regularly will confer a favor by reporting the fact at once.
12. NO ANONYMOUS communications or enquiries will receive attention.
13. LETTERS intended for publication should be written on one side of the paper only.
14. WE INVITE FARMERS to write us on any agricultural topic. We are always pleased to receive practical articles. For such as we consider valuable we will pay ten cents per inch printed matter. Criticisms of Articles, Suggestions How to Improve the Advocates, Descriptions of New Grains, Roots or Vegetables not generally known, Particulars of Experiments—Tried, or Improved Methods of Cultivation, are each and all welcome. Contributions sent us must not be furnished other papers until after they have appeared in our columns. Rejected matter will be returned on receipt of postage.
15. ALL COMMUNICATIONS in reference to any matter connected with this paper should be addressed as below, and not to any individual connected with the paper.

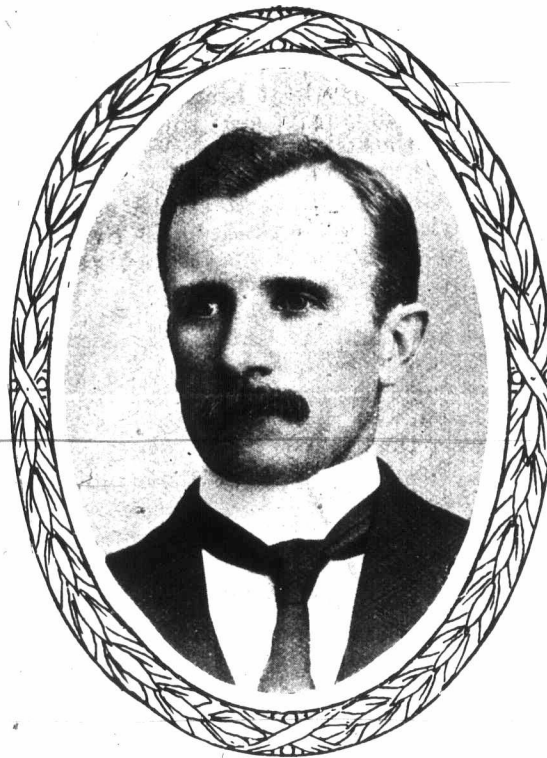
Address—THE FARMER'S ADVOCATE, or
THE WILLIAM WELD CO.,
LONDON, CANADA.

Mr. Ruddick Returns to His First Love.

On this page we give a lifelike portrait from a recent photograph of Mr. J. A. Ruddick, who has just returned to Canada to take a position in the dairy branch of the Dominion Department of Agriculture, after an absence of two years in New Zealand, where he occupied the position of Dairy Commissioner. His retirement was due to the ill-health of Mrs. Ruddick on that Island and the offer of a tempting position in the public dairy service at Ottawa. We notice by the New Zealand Mail, that prior to his departure he was tendered a complimentary farewell banquet, at which it was stated that he took with him the good wishes of every dairyman in the country. On that occasion he was presented by the New Zealand Dairy Factory Managers' Association with a beautifully embossed and illuminated address enclosed in a case made of New Zealand wood, expressing very great regret at his departure and referring to the gratifying success which had attended his untiring efforts in advancing the dairy interest. Acknowledgment was specially made of the benefits derived by those engaged in this industry there from his ripe experience, sound sense and valuable advice, while the high repute in which their dairy products stand in Britain is largely due to his efforts to remove obstacles which stood in their way as regards the production, proper grading, shipment and distribution of cheese and butter. The members of his staff presented him with a valuable leather travelling bag, along with many kind assurances of personal regard, to all of which Mr. Ruddick responded in suitable terms.

The Good Roads Movement.

The good roads question is one towards which there is a rapid change of sentiment being felt throughout Canada and the United States of America. People are apparently awakening to the fact that while all waterways and railways—the chief arteries of transportation—are receiving attention in keeping with the progress of the age, the country roads or lesser arteries in many sections are being practically left as they were years ago, or the work done upon them in many instances is done by men without knowledge of the correct principles of road building, and with material and conditions quite unsuited to the purpose for which it is used. Why apathy should have reigned so long on the part of farmers and others using roads and streets in regard to a matter that touches so many is not easily understood, unless it be that what is everybody's business is nobody's business, whereas the chief transportation lines are monetary concerns, conducted on business principles. The importance of a country road being in the best possible condition, consistent with its needs, is no less than if it were a private or company concern, since its utility begins and ends with the perfection with which it fulfils its function. All transportation is a tax, and the better the means of transportation the less does the tax become. For instance, the farmer in one district, living adjacent to a properly-constructed highway that remains firm and in good condition for hauling heavy loads at all seasons, can deliver his potatoes at the market for 1 cent per bushel, whereas another farmer, living a similar distance from town,



MR. J. A. RUDDICK.

but having to drive over a turnpike of poor quality, cannot deliver his potato crop for less than 4 or 5 cents per bushel. The difference in cost of haulage is nearly a tax that may render potato-growing in one case profitable and in the other a non-paying industry. The same principle holds good in hauling milk to creameries or cheese factories. The tax upon the producer bears a relationship to the condition of the roads over which the produce is hauled.

Not only do good roads reduce the tax from extra cost of transportation, but in many other ways relieve depression in rural conditions, for we have abundant proof that land values have risen and that the farmers are more prosperous and happy in those localities where the roads have been subsequently improved. It is also a fact in these localities the farmers are the strongest advocates of good roads. Among the many results following improved highways, besides increased land values, are the following: Better country homes in improved lawns, neater surroundings, inside comforts, etc.; improved school buildings and yards; it will hasten free mail delivery and bring libraries and helpful lectures nearer to all country people, since it practically reduces the distance to town. Such an improved condition of things does not alone benefit the citizen of the country, as his bettered condition and improved tastes will create a demand for more manufactured articles such as the townsman has to sell. It is therefore reasonable to conclude that the burden of road improvement should be distributed alike on all citizens of a country, whether they be townsmen or rural inhabitants. It

has been carefully estimated that over 90 per cent. of every load hauled by railroad, steamboat or express must be carried in a wagon or truck over a highway. We need no more convincing proof than this to indicate that all cities, manufacturers, corporations and laborers are interested with the farmer in the great problem of rapid and economic road improvement.

Turning to the social side of the question, it may fairly be stated that the condition of country roads has a power in the development of mental and moral culture. The railway and telegraph lines are the great modern civilizers of the world, but they are limited in their spheres of usefulness because in many cases they do not reach the farm, the home, the country schoolhouse and the church. The common road is the connecting link between these, and without it the progress of a widespread civilization must of necessity be greatly retarded. They are the foundation-stones upon which the superstructure of society is erected, and upon which its symmetry, beauty and stability must rest. Neighbourhoods, counties and states separated from each other by the barriers of practically impassable roads, in their loneliness degenerate into a condition of moral stagnation, from which it is difficult to arouse them to a common and mutual interest and understanding. Prof. Shaler, of Harvard University, says: "It is doubtful indeed whether a sound democracy, depending as it does on close and constant interaction of the local life, can well be maintained in a country where the roadways put a heavy tax on human intercourse." It is true that many of the roads of Canada and the United States are not such as to stifle human intercourse between rural citizens living apart, and between rural citizens and town dwellers; at the same time, a vast improvement may be made in these particulars by a systematic undertaking of the matter, directed understandingly along permanent, uniform and correct lines of operation. Within the last few years, and largely through the energetic efforts of the Ontario Good Roads Commissioner, Mr. A. W. Campbell, there has developed a rapidly-growing sentiment favoring a change from the old system of statute labor, directed by local pathmasters, to a system of taxation expended under the direction of qualified men trained in the principles of road construction. As time goes on, it seems reasonable to suppose that the old crude system will have passed out, giving place to a system of road construction and road repair scientifically correct, governed in extent with the needs of the road and the intelligence of those appointed to conduct the work. These are some of the thoughts and suggestions that come to us from our observations of the movement and from ideas thrown out at the recent International Good Roads Congress held in Port Huron, Mich., a summarized report of which appears elsewhere in this issue.

STOCK.

Breeders Should Lead, Not be Led.

A great reform is needed in hog-raising in the West, says the editor of *The Wallace Farmer*. The breeders can help it along if they will. They will delay it if they keep on selling hogs that have no other recommendation except their good looks and prizewinning capacity. It is quite true that the farmer will buy fat rather than merit. Breeders are supposed to be able to educate the farmers, to lead them instead of being led by them, and if they will start out this year and raise pigs for the fall sales with plenty of growth, muscle, activity, energy, vigor, and show by their feeding that the farmer is at fault, they can do much to put a solid stone foundation under the edifice which the breeders are rearing.

The great trouble with breeders of all kinds of live stock is that they are always looking at the present market. They ought to breed what the farmers want. Unless the farmers want the right thing, the whole breeding business is on a sandy foundation. Refuse to sell farmers fat pigs. Send to your feeding pens all the pigs that are deficient in bone, length, depth, breadth, in get-up and get-there. Do not figure so much on prizewinning, and take the scale of points only for substance of doctrine. You breeders buy show pigs on the scale of points; you know mighty well you don't buy your own breeding stuff on that scale. Either change your scale of points, or keep it for show purposes exclusively. If the breeders don't do this, the farmers will buy red, white, gray, brown, black, grizzled, spotted, or any other color of hogs that are prolific, rangy, and have strong vitality. They will go down to the forests of the South if they can not do any better. It has been our firm conviction for fifteen years that the faults of the Poland-China hogs were not in the hogs at all, but in the breeders. If they wish to retain the confidence of the farmers they must breed not what the poorer farmers or less intelligent farmers think they want, but what all farmers really do want and which the breeder knows they want, whether they think so or not.