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## EDITORIAL.

The final conflict between Great Britain and Germany will not be in the air, nor in the water, nor on the field of battle, but in the schools and churches.

To one who has not seen it tried, it is unbelievable how little harm and how much good a harrow will do in a cornfield if used both before and after the plants appear above ground.

Believing in the idea of a farm name, and desiring a euphonious and convenient one, we have selected "Weldwood" as the designation of "The Farmer's Advocate" farm.

That Great Britain is able to reduce her national debt, meet naval expenditures, find twelve millions for old-age pensions, and a million and a half for development schemes, launch a scheme of national insurance, and still declare a surplus, speaks well for the stability of her fiscal system.

The success of outdoor steer-feeding in Manitoba prompts the question whether unnecessary outlay is not sometimes incurred in providing cattle stabling in the East. Could we not feed steers as satisfactorily—and with less labor and capital expenditure—in airy sheds open on the south side, as in stone or cement cellars?

The Canadian Royal Commission on Industrial Training and Technical Education have been warmly welcomed and greatly impressed during their visit to Scotland, especially with the vigor and efficiency of the Edinburgh schools and colleges. Asked by a representative of the Scotsmen if he thought Scotland were "going back," Dr. Robertson was moved to say, "No, a thousand times no," and for the reason that in the newer educational movements childhood and child-nature are being given their proper place.

It is well to be cautious, but there is a form of skepticism that amounts merely to hedging and dodging from point to point, seeking to escape some conclusion against which one has set himself. Such a mind can raise more erroneous objections to some phase of advanced practice than an exhaustive experimenter can disprove in a lifetime. Folly of this kind multiplies in a night. It takes but little brains to protest vainly, but if you would be helped onward, set your mind rather upon positive knowledge.

In this country it is customary to regulate the date of alfalfa haying by the bloom, one-tenth in blossom being the rule. Alfalfa authorities claim this is not the best guide to follow. They say, wait till the new shoots that are to start the next growth appear about the crowns. If cut before this stage the plants receive a setback. On the other hand, the mower should not be longer delayed, else the stems will deteriorate rapidly, becoming woody, which means less nutritious and hard to digest.

### Trend of Country Road Reform.

The progress and present status of the good roads' movement in the United States, is the subject of an interesting paper by L. W. Page, director of the office of Public Roads, in the Year-book of the Department of Agriculture. Some of its points will be timely to "Farmer's Advocate" readers at this season, when a good deal of Canadian rural roadmaking is in progress, and the subject is a live one in municipal and Provincial circles. A resume is given by Mr. Page of the evolution of roadmaking from colonial days down to the present, which evolution suffered its most severe setback during the Civil War. Such conflicts inevitably disturb the progress of countries and drain the national revenues. The great railway construction period later on doubtless absorbed public attention and funds, but in more recent years the people have come to realize the necessity and value of better country highways, and most of the States have addressed themselves seriously to the problems involved. Those taking the lead are devoting considerable attention to building trunk-line roads, looking to the establishment of a connected system of State roads. In this direction, Maryland was spending \$1,000,000 for trunk-line roads last year; New Hampshire, \$430,000; New York has appropriated \$2,500,000; Washington, \$620,000; while California has ratified a law providing an \$18,000,000 bond issue for trunk-line highways.

As "The Farmer's Advocate" sees the situation, the trunk-line theory is not the proper one on which to proceed, as it lends itself to a practical monopoly of these roads for tourist-motorist. We have suggested before, and do so again, that the basis should be the usage of the roads for rural business. Roads radiating out from cities and towns, largely used by farmers, are the ones to be improved, and next the highways which serve as feeders. In other words, preserve and improve the country roads for farm business primarily, and not for millionaires to race from Detroit to Niagara Falls, or from Montreal to Toronto. If they want such roads, let them do the building themselves.

The present trend of American road affairs is toward reform in administration and a more progressive policy. Payment of road taxes in labor proving inefficient, has been discarded for payment in cash. The State is becoming the unit of administration, and will largely control and direct road work in the counties and townships. A reduction in the number of road officials is looked for as inevitable, and knowledge and skill will be required of each incumbent. The imperative necessity for skilled supervision is being met by the appointment of competent highway engineers. In many cases, State Highway Departments employ a corps of engineers, and different counties employ county highway engineers, and in many States without Highway Departments the counties are engaging capable engineers. This is regarded as marking one of the greatest strides yet made toward the abandonment of old and inferior methods of administration, construction and maintenance. Agitation, education and demonstration by various agencies, are all bringing about a gradual betterment of road conditions.

As is the case with many reforms, possibly an undue reliance is being placed on legislation. From this viewpoint, prospects are reported bright for this year in the Legislatures of 42 States which will be in session. In all directions, organizations and legislators are at work formulating bills to be enacted into laws to improve the highways. Pub-

lic sentiment is running strongly in favor of effective highway legislation embracing in some form or other the principle of State aid or State supervision, and this tendency is to be noted in Canada, as well as in Uncle Sam's domains. It is needful that such movements be sustained by well-instructed public sentiment, coupled with a vigilant demand that the people who use the roads receive value for moneys expended from the taxes, and that road schemes are not exploited for the benefit of contractors and grafters. If the people simply fold their hands and leave all to officialdom, the last stage may be worse than the first, and many of the side lines and concessions will revert to their original turnpike conditions of spring and fall quagmire. The attention of "The Farmer's Advocate" has been called to a few cases where, because of municipal incompetence, the people have become so disgusted with township mismanagement or total neglect that they have reverted to statute labor in order to have something done upon their local roads, by means of drainage, grading, the systematic use of the split-log drag, and, where the material is available, by applications of gravel or broken stones, properly bound and rolled.

### The Two-Furrow Plow.

To make one man do the work of two by the use of improved appliances, is a more laudable object than to make two blades of grass grow where one grew before. If agriculture is to maintain the position it should hold among other industries, it must afford fair wages to those engaged in it. It cannot afford such wages unless human time is economized. That time on the farm can be very largely economized, has been demonstrated in many instances. One of the most satisfactory means is the two-furrow plow, which has now been perfected in a number of makes to the point where it will accomplish all ordinary plowing, either of sod or stubble, almost, if not quite, as satisfactorily, and at least twice as fast, as it can be done with the old reliable single mould-board. Of course, the power must be provided to do the work. Draft cannot be exerted by magic. To cut and turn two slices requires approximately twice as much energy as to cut and turn one slice. The perfection to which walking plows have been brought does not leave much latitude for improvement in this respect to makers of the two-furrow substitute. To claim, as some do, that three horses on the two-furrow plow will accomplish twice as much work in a given time as two horses on a well-handled walking plow, is exaggerating the claim for a valuable invention. To begin with, the two-furrow plow is much heavier than the other implement, and, while much of the weight is carried on the wheels, still it must be propelled in some way. Then, too, it requires nice workmanship to adjust a two-furrow plow so as to run as smooth and true as a well-handled walking plow can be made to do. Sometimes this skill is lacking, and the consequence is waste of power, and perhaps side-draft, in addition. With good handling, however, plus good workmanship, a man can handle four horses on a two-furrow plow, and do at least twice as much work in a day as he could do with two horses on a single plow, and, apparently, with slightly less strain on the team. Such, at least, has been our experience this spring at "Weldwood," as "The Farmer's Advocate" farm is to be known henceforth. A few leaves from our experience may be helpful.

One of the first implements purchased for this

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