

The Farmer's Advocate AND HOME MAGAZINE.

THE LEADING AGRICULTURAL JOURNAL IN THE
DOMINION.

Published weekly by
THE WILLIAM WELD COMPANY (Limited).

JOHN WELD, Manager.

Agents for "The Farmer's Advocate and Home Journal,"
Winnipeg, Man.

1. **THE FARMER'S ADVOCATE AND HOME MAGAZINE** is published every Thursday. It is impartial and independent of all cliques and parties, handsomely illustrated with original engravings, and furnishes the most practical, reliable and profitable information for farmers, dairymen, gardeners, stockmen and home-makers, of any publication in Canada.
2. **TERMS OF SUBSCRIPTION.**—In Canada, England, Ireland, Scotland, Newfoundland and New Zealand, \$1.50 per year, in advance; \$2.00 per year when not paid in advance. United States, \$2.50 per year; all other countries, 12s.; in advance.
3. **ADVERTISING RATES.**—Single insertion, 25 cents per line, space. Contract rates furnished on application.
4. **THE FARMER'S 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.
5. **THE LAW IS,** that all subscribers to newspapers are held responsible until all arrears are paid, and their paper ordered to be discontinued.
6. **REMITTANCES** should be made direct to us, either by Money Order, Postal Note, Express Order or Registered Letter, which will be at our risk. When made otherwise we will not be responsible.
7. **THE DATE ON YOUR LABEL** shows to what time your subscription is paid.
8. **ANONYMOUS** communications will receive no attention. In every case the "Full Name and Post-office Address Must be Given."
9. **WHEN A REPLY BY MAIL IS REQUIRED** to Urgent Veterinary or Legal Enquiries, \$1.00 must be enclosed.
10. **LETTERS** intended for publication should be written on one side of the paper only.
11. **CHANGE OF ADDRESS.**—Subscribers when ordering a change of address should give the old as well as the new P. O. address.
12. **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 Farmer's Advocate and Home Magazine," 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.
13. **ADDRESSES OF CORRESPONDENTS ARE CONSIDERED AS CONFIDENTIAL** and will not be forwarded.
14. **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 COMPANY (Limited),
London, Canada

earned. Some men are cheaper at fifty dollars a month than others at twenty, and what the man earns depends largely upon the way his boss uses his head and manages the work on the place. Every employer should, when he gets a man of sufficient calibre that he may be developed into a more valuable workman, plan to train that man and to keep him on the farm. It would also be advisable, from the viewpoint of the hired man, that he accept the training and do his best to be a better man for his employer. In the old days, when wages were fifteen or twenty dollars a month in the summer, the man worked for his board in the winter, doing a few chores or cutting a bit of wood. At the present time, with wages much higher, the farmer must have work for the man to do in winter, and work which will return a profit sufficiently large to pay him to keep a high-priced man the year round. The time is past for the eight-months and the nine-months man. If good men are to be kept on the farms they must be employed by the year, and the work must be planned so that they are busy winter and summer. This keeping of the men busy is where many farmers fall down, and where they show themselves to be inefficient managers. True, a certain class of farm laborer does not require much work to keep him busy, and is so independent, with the wages paid at the present time, that the farmer hardly dare speak a reproving word, else the man flits on to other fields. But to get back to the point, wages are and will continue to be high, and, this being true, it is necessary that the farmer make efficiency the basis of his hiring and pay the man according as he measures up in this respect, and, if possible, employ married men, giving them a comfortable cottage on the farm—a place which may be made a real comfortable home for the laboring man. It is not necessary to work sixteen hours a day if the best management is exercised and the men handled properly. Farm labor is handled in a very loose fashion in this country. No other class of labor is so badly managed, and there is great room for the man on the land who has to pay high wages at the present time to develop his men so they are worth even more than he is called upon to pay them. Plan the work and then work the plan. While doing it,

also work the man, develop his interest, act upon his good suggestions, give him responsibility and have him earn his money in the way he would like to earn it, not as a mere slave but as a helper in the business. Too many men take no interest in their employers' affairs, and very often, we believe, the employer is partly to blame. A kind word now and then and an increase of pay when it is deserved, together with shouldering some of the responsibility upon the man will go farther to develop his interest than anything else, and will make him a long way better hired man than will grumbling about wages, hours and the cost of production. In short, farm labor efficiency comes of good management, and the present-day farmer must make his labor efficient otherwise it will not be worth, to him, the money which he will have to pay for it. It is time to stop talking about high wages and to pay more attention to developing efficiency in the laborer hired. It is possible to develop a man so that he may be more easily worth forty dollars a month at the present time than he was worth fifteen or twenty, years ago, and before he was worked according to the efficiency test.

Poor Advertisers

There is an old saying that it pays to advertise. Most people believe it, and those who have tried it know that it is true. Every farmer and stockman understands why the manufacturing concern, the big merchandising house, the wholesaler and the retailer advertise. And yet thousands upon thousands, in fact the great mass of farmers and stockmen make absolutely no attempt, through local, district, provincial or national papers, to advertise the products which they produce each year. On one farm there may be five hundred bushels of choice seed wheat, which hundreds of farmers in the country round about would be glad to purchase if they knew it were there. A small breeder of pure-bred stock may have a colt, a few choice pigs, sheep or calves which he would like to sell, and there are always dozens of people looking for just such stock, and yet he neglects to advertise. It seems strange how loath rural people are to use printer's ink. Very often the local papers would bring them much more ready sale for many of their products, and the small ad. therein would cost only a trifle. Any pure-bred stock, choice seed of new or well-known varieties would be turned over much more quickly and at an enhanced price by using a judicious amount of space in a live-stock paper and farm weekly such as "The Farmer's Advocate." There is room, on most farms, for a great deal of improvement in knowledge of the science of salesmanship. Most farmers are good producers but poor salesmen. It is absolutely necessary, if the best success is to be made of the farm, to let the other fellow know what you have for sale, and the best place to do it is through a paper which reaches the class of people who are most likely to buy. What merchant would think of stocking his shelves and show-cases and not telling the people what they contained? What manufacturer would last six months in business without advertising? It pays them every time, and properly carried on on a scale only commensurate with the size of the business it would pay every producer of choice farm stock and farm products to let prospective buyers know what he has to offer. It also helps the buyer to get what he wants direct. Judicious advertising is simply co-operation between the man who has something to sell and the man who desires to purchase.

Consolidation In Rural Schools.

BY SINCLAIR LAIRD
DEAN OF THE SCHOOL FOR TEACHERS, MACDONALD COLLEGE.

The Transportation Problem.

It is clear to every right-minded person that good, rural schools cannot be provided within easy walking distance of one another. If our rural schools are to be properly graded, they must be centralized, and transportation must be provided for pupils who live at a distance. Success of consolidation, from this point of view, depends upon a proper selection of the central school site, carefully planned routes and efficient methods of transportation. All of these can be best dealt with on the spot where consolidation is contemplated, but there are certain principles which must be followed. The experience of other provinces and states has shown that wherever transportation of pupils has

been tried it is an admitted success, whether the population is dense or scattered, whether the area is hilly, as in Massachusetts, or level as on the prairies. It is even a success in winter as in summer, and has found methods of overcoming difficulties in all varieties of conditions.

Transportation Routes.

Consolidated districts should be formed after geographical principles rather than administrative districts. Roads, rivers, lakes and mountains which are the natural boundaries should guide the choice of the school site rather than the geographical centre of the square in which many townships are shaped. As far as possible, districts or parts of districts should be permitted to unite in so far as suitable routes along good roads can be arranged.

Generally trustees are empowered by legislation to spend public funds for transporting children who live outside a reasonable walking distance from school. Sometimes this is permissive only, and school boards are told they may provide public free transportation as in Colorado. In other states it is compulsory, as in Ohio and Missouri. Again the distance for which transportation either may be or must be provided varies considerably. In Arizona and Colorado this can be provided for pupils living more than one mile from school. Pennsylvania orders that "no pupils of abandoned schools shall be required to walk more than 1½ miles to the new school building." The limit is two miles for Ohio, Kansas, Indiana, Mississippi, Oregon and South Dakota. But whether optional or compulsory in law, transportation is necessary in actual fact, whether paid for publicly or privately.

In practice the school van has a definite route, and children meet the van at the roadside at fixed times. The vans run on a schedule time like railway trains, except that they are usually more punctual than trains, and children know when the van leaves fixed points and when it arrives at school. Seldom do the vans call at the doors of the homes. The children must walk to the main road, although some states have limits even for this, and, if the limit is passed, then the van route must be modified to suit. In Ohio the limit is one-half mile, in South Dakota five-eighths of a mile. Sometimes great ingenuity is used to arrange the van routes to the best advantage.

Conveyances.

The school van or wagon is the usual form of conveyance except in winter, but other vehicles are used wherever convenient. For example, steam railways and electric railways are employed whenever possible, especially in village or town consolidation. Motor cars and automobile busses are used in Massachusetts and California, and will certainly become more popular as time goes on. If English busses from London can be used to transport troops over the muddy, shell-torn and traffic-worn roads of Flanders, motor busses have proved their practicability, and they are bound to be introduced more universally in places where the climate will permit their use all the year round. In Virginia a gasoline launch is used on one route. Indeed, in the State of Washington, according to a statement issued by the State Superintendent, almost every type of transportation except the aeroplane and the submarine is used to bring boys and girls to school. This is probably due to the scattered population, lack of steam and electric railroads and its geographical features, which include mountains with deep winter snows, wet weather on the western side, rivers, lakes, ocean and prairies. Despite all difficulties, they succeed in bringing children to the school, because it does not pay to take the school to the children. Indian ponies, bob-sleds, wagons, row-boats, gasoline launches, railways and auto busses are all drafted into service. Sometimes an auto supersedes the horse-drawn wagon, frequently with a financial saving, as in Whatcom County where the wagon used to cost \$65 a month and now the auto only costs \$60, and gives entire satisfaction without taking so much time. Two motor trucks at Marysville do the work of three wagons in half the time. A row boat carries eight children from six to twelve years of age across a cove at a cost of fifty cents per school day. But the best method of transportation for any district depends on local conditions.

The wagon must be strong, comfortable and warm, with glass coverings to protect the front, sides and back from wind and storm. Curtains are unsatisfactory because they darken the interior and shut out the landscape as the wagon passes along. Preferably also the driver should be seated inside along with the children, so as to exact proper conduct and conversation on the part of the boys and girls in his charge. In bad or cold weather the wagons should be heated by foot-warmers, such as the Clark type which uses a special coalbrick for heating, but not by stoves or oil heaters, as these might be dangerous. The usual practice for trustees is to purchase the wagons and let a contract for drivers and teams. Special wagons for the purpose are now sold by several large concerns in the United States at a cost of about \$225, to seat twenty or twenty-five pupils. But they have been much cheaper in Manitoba, ranging from \$125 to \$240. At Sarahville the complete vans with wheels and runners cost \$151. At Roblin, where seven vans brought 100 children to school, the longest route was nine miles and the shortest six miles, "the vans were built in town at the blacksmith shops. They are covered with twelve ounce duck. This, when painted, makes them waterproof and also keeps out the cold winds. The sides are made so that they