

## THE FARMER'S ADVOCATE AND HOME MAGAZINE.

THE LEADING AGRICULTURAL JOURNAL  
IN THE DOMINION.

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Agents for "The Farmer's Advocate and Home Journal,"  
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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.
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this, good roads, over which products are to be carried to market, factory or shipping points. The extra wear and tear on vehicles or horses, loss of time, and depreciation of delicate products by jolting over rough highways may almost turn a possible profit into loss. A bad road materially lessens the value of the adjacent land per acre.

Water supply is another essential in growing to perfection these classes of crops. Flowing springs are a unique advantage worth money, but a reliable well and windpower above it, with tanks for storage to use in dry times outside or in greenhouses, is a prime essential.

The aspect or "lay" of the land is important for drainage and for shelter by wind-breaks or otherwise. This is very important in a climate where winter rules for four or five months of the year.

Another problem, steadily growing more serious in most parts of Canada, is the necessity of a sufficient supply of skilled labor for the work, which must be completed at the right time if it is to be done with satisfaction at all. In many cases, extra cottages for men and families are necessary. Work and operations should be so planned as to furnish employment for men all the season through. As many as a dozen men have been employed on eight-acre farms, but it all depends upon the variety and character of crops grown, and how disposed of.

Small farms like these do not carry sufficient live stock to produce the stable manures required, so that proximity to supplies of these and other fertilizers is not to be overlooked.

Obviously, it is a business requiring especial knowledge and skill, if crops of superior quality are to be produced at a profit, running the gauntlet of the ever-growing array of insect and fungoid pests that lay in wait for their destruction. Good books and papers devoted to these subjects,

prepared by capable experts, are now available, and of inestimable value to the progressive grower, particularly the amateur, who will soon find himself in need of reliable advice in the management of hotbeds and hothouses, and at nearly every step from the time the seed is committed to the soil till the packages are ready for the consumer. Life is too short and the process too costly to learn it all by experience, but in some way or other everyone who embarks in truck-farming will find he has an apprenticeship to serve. In a given locality a number of persons usually find themselves engaged in growing similar crops, and the success and profits of their enterprise may be materially furthered by a judicious application of the principles of co-operation in the purchase of supplies and marketing, if not in the performance of field and other work. The demand for such foods was never better than to-day, and the prospects of good prices for the future seem reasonably secure.

### Good Roads, — Where?

In November, last, an association was formed in New Westminster, B. C., known as the Canadian Highway Association, with W. J. Kerr as president, and P. W. Luce as secretary. President Kerr, in a short leaflet, sent out by the secretary, is quoted as saying, "Good roads are a social and economic necessity, and good roads we will have all over Canada before I am ready to acknowledge that the work of the Canadian Highway Association is finished." It is to be hoped that his forecast becomes a reality.

What is the aim of this association? We quote from their letterhead: "Our object is the opening of a transcontinental highway from Halifax, N. S., to Alberni, B. C." The question is whether a national transcontinental highway is the best possible method of highway improvement. What class of people are likely to be most benefited by such a highway? From the same leaflet we quote: "The Canadian Highway will be an accomplished fact within the next few years, and the outside world will then know that in this broad Dominion there is a road more than 3,000 miles long, over which an automobile can travel from coast to coast in safety and with comfort. The country that offers the wealthy tourist the splendid roads that Canada will have, the magnificent scenery and exceptional opportunities of investment, will reap a large harvest from its visitors."

Does this look as though the road was going to be of great benefit as a highway for the people? It is quite evident that the proposed scheme is one to get Government aid to build a highway on which the wealthy class may ride in their automobiles, to the exclusion of other traffic. Such a road would, as suggested, be a tourists' paradise, but its commercial value as a public highway is questioned. Our transcontinental railways seem to be all that is needed for transcontinental commerce. We believe in good roads as firmly as anyone, but these roads should be at the service of the majority of the people, not the "favored few." What is needed is a system of good public highways leading as feeders to the railways of our land, and incidentally to the thriving towns and cities in each locality, these roads to be utilized by all.

A transcontinental highway is all right as an advertisement and a means of keeping up fashionable hotels and restaurants. It would be a fine thing from the viewpoint of the "goggled automobilist," but the money necessary to build it would go a long distance toward making many bad concessions passable for the farmer's wagon during seasons of mud and heavy teaming, or smoother for a pleasure trip behind his not-to-be-despised driving horse. Let us have more good roads, and let us have them in the proper place.

### Lime, Manure and Clover.

The old English proverb

"Lime and lime, without manure,

Makes both farm and farmer poor."

was good doctrine in so far as it went, but it was rather incomplete, especially in the light of present day knowledge. In order to bring the proverb down to date, Professor Alfred Vivian, acting dean of the Ohio College of Agriculture, who is of a practical turn of mind, has revised it to read:

"Lime, manure, and clover,

Make the farmer rich."

### The Greatest of These.

An experienced fruit-grower, before the last meeting of the Western New York Horticultural Society, stated that the time to begin preparing strawberry soil was from three to five years before setting the plants. The purpose of this lengthy preparation was to increase the supply of humus in the soil. The three essentials in strawberry development were, he said, available plant food, water and humus, but the greatest of these is humus. If true of the lowly but luscious strawberry, is it not true, also, in relation to other horticultural and farm crops? After years of cropping and tillage and tillage and cropping, the very texture and composition of the soil is not as it once was when ages of forest vegetation or grass had left it covered deep with vegetable matter, carrying the nitrogen readily made available for plant growth. Then, again, as the speaker observed, the richer in humus, the greater is the moisture-holding capacity and capillarity of the soil. Had not many a reader of "The Farmer's Advocate" tangible proof of this during the last dry season, in comparing the crops on field or garden land, rich in humus through generous applications of stable manure or otherwise, with those lacking in this prime requisite. It likewise improves the texture of the soil, making it more friable and easily worked, more accessible to the air, and raising its temperature. These are conditions that promote growth, and, in dealing with a garden or field crops, like roots and corn, how much easier it is to operate against weeds than in a hard, impervious soil, largely rendered so by the disappearance of humus.

Humus, concluded the speaker, is the keystone of the arch of factors that supports the economic agriculture of to-day and to-morrow; and through the coming season, when you look at your growing crops, whether with pride or dissatisfaction, consider, in connection with their growth or lack of growth, this one factor—humus.

### Good Roads for Saskatchewan.

That the Western Province of Saskatchewan is determined to have better roads, if money will do it, seems clear, from the following statement of the amounts allotted to be expended under the Board of Highway Commissioners:

At the last session of the Legislature an appropriation of \$5,000,000 was made for highway improvements throughout the Province, and a Commission was arranged to administer this fund. Out of this, it is proposed to spend \$1,500,000 during 1912. In addition to this, about \$400,000 is expended annually from current revenue by the Government on road improvement. The Government undertakes the expenditure of this money on two classes of work, as follows: First, on the improvement of main roads leading from the market towns, over which the traffic is so heavy, and is drawn from such a large area that they may be considered Provincial, rather than local roads. Second, on improvements which are necessary, but which require such a large expenditure that they are beyond the means of local authorities.

In the first place, in Saskatchewan, the work consists principally in filling sloughs, grading up roads and putting in culverts and bridges on the main roads, and up to the present the authorities have not been able to undertake the improvement of any roads with hard materials, such as graveling, macadam, or otherwise. The second class of works include bridges, long fills, side-hill grades and works of this nature.

It is proposed to continue this work under the Highway Commission, and, in addition, to undertake the construction of some high-class work, such as gravel or macadam roads in places where development is such that these better-class roads will be consistent with it. The area of the Province is so large, and the settlement is taking place so rapidly, that, without doubt, the Commission will have to confine its efforts to the former class of improvements to a great extent, but will have in mind the probability of further improving such roads in the near future, the object of the highway improvement policy being to lay out systems of main roads throughout the country so the traffic will find no difficulty in getting to the nearest markets over roads consistent with the conditions, or from town to town on direct roads. The Government co-operates with the rural municipalities by giving them grants equivalent to the amounts they raise and spend on main roads in approved locations and to an approved standard. This work has progressed for a number of years, and much good work has been done in commencing systems of