

was feared at one time. Oats showed a strong tendency towards running to straw, and are not turning out as well as was expected from their appearance when standing in the field.

Most farmers through here lost most of their hoe crops, such as corn, potatoes and beans on account of the long spell of wet weather. Our soil is very heavy, and after the excessive rains was so hard and packed it was almost impossible to use the cultivator, consequently in many cases the cows were turned in to harvest the corn crop.

Last spring, on all sides, we heard the cry for stricter economy and greater production, and I feel sure never before has the farmer put forth greater effort to increase the production of his farm, and we cannot help but think, all things considered, that he has done pretty well. He has had many ups and downs, and it meant many hours of work some times by moonlight to get his crop all in on account of lack of proper help and weather conditions. One cannot help but question the economy of sending recruiting officers through the country to pick up every boy they could send to the

front. Boys from the farms could farm and could scarcely be as easily spared as those from the pool and billiard room, the race track or theater.

Now, at a critical time we find ourselves up against the shortage of food question, and every place we go we hear the complaint about the high cost of living. In all of our towns and cities there are meetings held by different organizations to discuss the farm problem. So many of our city friends have just awakened to the fact that they need the farm, or at least what the farm produces. But the main theme of most of the meetings is the forcing down of the high cost of living, or, in other words, the cutting down of the prices the farmer gets for his produce. Is this quite fair? Why should not the farmer have a fair price for his goods? No one works harder for what he gets. Nothing is really more necessary than what the farmer offers for sale.

I took a short railway journey the other day. On the train was a comfortable-looking conductor who undertook to show me just how the farmer was taking advantage of city people by charging such enormous prices for their produce. I tried to show him some of the existing

conditions on the farm which were responsible for the huge prices, but all in vain. He said the land, if properly worked, would produce just as much as it ever did; that it cost the farmer no more to raise a calf or a pig than it did years ago, and as far as help was concerned, it was a poor farmer who could not work 100 acres alone. Of course, he explained, that he never lived on a farm but knew all about it.

We who live on the farm and depend on it for a living have heard so much just such talk as this that we have got just a little touchy on that question. Almost every mail brings us a roll of literature of some kind telling us what to sow and how to sow it, and all kinds of advice about how to farm so as to be able to produce more, so that we can offer our goods to our town and city friends at a lower price than they have been paying.

The good, practical farmer is just as interested in his country as is any one else, and has just as much at stake in the winning of this war. Do not be afraid, he will do his best; he has never failed. But be fair with him.

Welland Co., Ont.

ISABEL CLENDENNING.

Automobiles, Farm Machinery and Farm Motors.

Foreign Matter.

Now that the automobile season is well advanced perhaps even the newest car owners realize that despite the greatest precautions, dirt, dust and refuse will get into the working parts of a motor and all those auxiliaries leading to it. Many people think that oil is so carefully shipped and so studiously handled in first-class retainers that foreign matter cannot possibly enter into it. We must bear in mind, however, that when oil is poured into the crank case it is necessarily exposed to the air, and in consequence, to flying dirt. The small amount of dust or other strange substances does not apparently make any difference at first, but sooner or later some evidence of trouble will surely appear. Sometimes a mechanic wipes out the inside of a crank case with rags or waste and from these articles threads and small pieces of scrap are picked up by the walls of the crank case. Later on the oil floats them away or carries them in suspension. The presence of this foreign matter is very often extremely harmful. Let us cite one instance. We were driving along a road a short time ago when we suddenly noticed that the oil sight gauge was out of operation. A thorough inspection resulted in the following disclosure, viz., that dirt had clogged the pipes leading to the oil sight gauge. It was necessary to blow out these pipes with compressed air. Following the age-old maxim, "A stitch in time saves nine," we had all the oil taken out of the crank case and new lubricant put in. It might be well, while at this question of oiling to state that drivers

cannot pay too much attention to the lubricating devices. It is possible to have a sufficient quantity of oil in the crank case and yet have trouble at the same time. There is a pump which throws the oil along different lines of circulation, and unless this is running there is danger that a bearing may be burned out. When you hear a regular series of knocks from the crank case and when you know that the oil is not in proper circulation, you had better get in immediate touch with a repair man. Running your car any distance after this knock appears will result in material damage. Bearings that are burned, scarred and broken, throw small particles all over the crank case, and these parts frequently lodge in dangerous positions throughout the mechanism.

Coming back again to the question of foreign matter, let us draw your attention to the gasoline sediment bulb on your tank outlet. This little appliance contains a piece of wire gauze in which the filth that has come with the gasoline may be readily caught up. You should look at the screen very often, because when filled up or even partially clogged it is high time that some cleansing method should be applied.

Perhaps a great many of our readers have been driving along the road with their engine working satisfactorily, when in an instant the machine jerked three or four times and suddenly come to an abrupt stop. In a great many cases this distressing result is due to the fact that the gasoline feed pipe is clogged up. Sometimes you can clean out the pipe by blowing through it, or with compressed air, and as a last resort, a soft

iron wire will remove the dirt. It is interesting to know that this foreign matter usually comes out in a dark yellow color, due to the effect of the flowing gasoline upon it. When you have cleaned out one of these pipes it is often well to allow a stream of gasoline to run through it for about a minute, in order that every last vestige of dust or other useless particles may be removed.

We know there are occasions when it is impossible to secure clean water for your radiator, and a great many motorists never seem to be particular whether the water they use in the car is soiled or perfect. There is not much trouble from a radiator if it is free from leaks, but nevertheless it is advisable to consequently remember that the cleaner the water, the better and surer the circulation.

Owners of cars which are fitted with push-rods having balls at the end should remember that the felts which are placed upon the tops of the balls often become covered with dirt. There is a little oil hole at the top of each push-rod and into this a few drops of lubricant should be placed at regular intervals, the idea being to keep the felt soft and thus allow the ball complete play without the possibility of any rattling or other disturbing noise. This little oil hole may easily become so filled with dirt that the oil cannot get through to the felt. To clean them out occasionally is good policy. You know the enormous number of times that the owners lift up their hoods. Upon each of these occasions dust flies in from the road and there is no telling where it settles.

AUTO.

Canada's Young Farmers and Future Leaders.

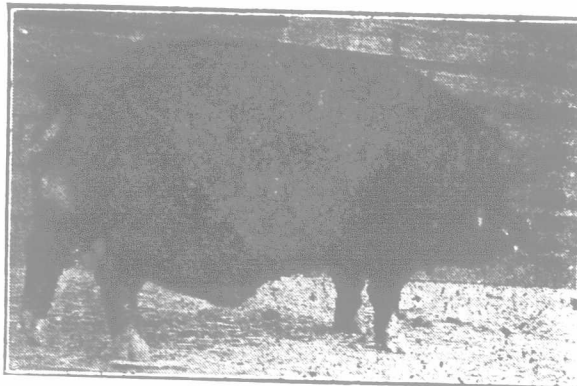
The Stock Judging Competition at the National.

If one feature of the National Exhibition this year could be singled out as being more educative than another to farmers, it would be the Judging Competition, in which young men twenty-five years and under were eligible for entry. This competition was a new feature of the Fair and one which met with the approval not only of young men but of stockmen, grain growers, educationists; in fact, all interested in agriculture. A man must be practical and have experience to make him a capable, acceptable judge. He must know the recognized type and conformation of the breed he is judging in order to do justice to the exhibitors. If judging grain he must know what constitutes a good sample of any given variety. In fruit and vegetables it is the same. A man who cannot tell varieties has no business acting in the capacity of judge. Training is required not only to do consistent work, but to be able to tell wherein one animal excels another. Young men attending Agricultural Colleges, Short Courses, etc., receive this training, and an open competition such as that regularly conducted at Guelph Winter Fair and the one put on at Toronto this year gives them an opportunity to test their ability. A man doesn't know what he can do until he tries, consequently the winners in such competitions are oftentimes men who, while familiar with stock, grain, etc., had no idea of their ability as judges. They gain confidence in themselves, and the right kind of man puts forth every effort to perfect himself so that in years to come he may be capable of officiating in show-rings. These competitions are a training school, and the one held at Toronto brought together 169 young men right from the farms of Ontario where they had been doing their "bit" to fill the world's granary and to sustain the regular quota of live stock.

The management selected high-class stock for the contestants to work on. The classes were all close so that in order to make a high score the competitor had to know the requirements of the breed he was judging. He had to see his animals in order to give intelligent reasons. Each man could enter one class of live stock and either grain and roots, or vegetables and fruit. There were 43 entries in horses; 46 in beef cattle; 42 in dairy cattle; 13 in swine; 13 in sheep, 9 in poultry; 86 in grain and roots, and 11 in fruits and vegetables.

There were many who could not secure prizes, but that should not discourage them; all could not win. They know where they made mistakes, and should try to avoid them the next competition they enter.

In twenty-five minutes it should be possible to size up four animals and prepare fairly full reasons for the placings, but it was noticed that when time was about up some were not sure in their minds just how the animals should be placed and had not commenced to write reasons. The high quality, uniformity, evenness and sameness of the class astounded them and they became bewildered. They had expected to see outstanding winners and were not prepared to base judgment on comparison of details. Others were seen to look at the head of one animal, the hind quarters of another, in-



Berkshire Boar.

Champion at Toronto and London for Larkin Farms.

stead of systematically sizing up the various entries and firmly fixing in mind the points of excellency and deficiencies. Some listened for comments from onlookers, or slyly glanced at the cards of other competitors, thus showing that they did not have a mind of their own. The other fellow's placing is of value to him only. A judge must see wherein one animal is stronger than another in order to give reasons. However, the boys all enjoyed the work-out and, many profiting by their experience, will come back next year fitted for the fray. One young man remarked: "I had to dig in during the

past two days in order to finish hauling oats, but it is worth an extra effort to have a chance of seeing so much good stock and to test my knowledge of beef cattle. I had an idea that we had fairly good stock at home but it doesn't compare with those we were judging. I am going to try and get better animals and fit them for the local shows next year, and in time I may have something for a show like the National." Another said: "I wouldn't have missed it for a good deal. I see where I made mistakes in placings and don't expect to get any prize, but the experience is worth more than the cost of the trip. I never entered a competition before, but from now on I won't be missing when an opportunity to judge is afforded." "Oral reasons caught me pretty hard, but when you tell an examiner why one animal is superior to another you remember that class better than if you wrote about each animal," was the expression of another competitor. All the boys apparently enjoyed the day's work, and their enthusiasm over the contest will no doubt interest their chums who stayed at home and encourage them to enter local competitions this fall and winter, or prepare for a big work-out next fall. Judging competitions are a good thing and instead of 169 competitors there ought to be two or three times that number next year, should the competition be included in the program of the Canadian National.

Systematic work is what counts in judging, but it is rather difficult to practice when a large number of competitors are working on one class. It is advisable to view the general appearance of the animals first and compare the type, conformation and character of the various entries. Then note any difference in strength of top line, depth and thickness of body, and whether or not the animal is too rangy for the breed. The strength of the animal at the heart is important as it is an indication of constitution. An animal tucked up at the front flank and rather narrow has a serious fault, and due consideration should be made when comparing it with one strong at this point but deficient somewhere else. The length and width of hind quarters must be compared with every breed. In beef cattle one looks for quarters thickly fleshed to the hocks, but with dairy cattle the hams are usually thin. On further examination the brightness of eye, cut of head, blending of neck and shoulder, smoothness and fleshing of shoulder, fullness behind shoulder, spring of rib, quality of ham and hide, will be noted. In dairy cattle a good deal of

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