

Committee of the Canadian Manufacturers' Association has stated that the number of these machines required in Canada would not warrant any factory starting to build them as a specialty, and therefore it would not be detrimental to any Canadian industry if they were made free of duty, and that therefore the said Manufacturers' Association will not oppose the removal of the duty.

"Therefore be it resolved. That we, members of the ..... (Name of Society) at ..... (Post Office) in the Township of ..... County of ..... in meeting assembled, hereby place ourselves on record emphatically and unanimously, as favoring the removal of the duty from traction ditchers and parts thereof.

"That we hereby respectfully urge upon the Honorable the Minister of Customs that the said duty be removed at as early a date as possible.

"And further, that the Honorable the Minister of Agriculture for the Dominion be hereby respectfully asked to support the suggestion for the removal of the said duty.

"And further, that the Member of Parliament for this riding be hereby respectfully asked to use his best endeavors to secure the removal of the said duty.

"And that the Secretary be hereby instructed to send copies of this resolution to the Honorable the Ministers of Customs, Agriculture and Finance at Ottawa, and the Member of the Dominion Parliament for this riding."

This outline, of course, is only suggestive and might be abbreviated or otherwise modified to suit the wishes of the local organizations.

Perhaps a word of explanation is in order regarding the reference to the Canadian Manufacturers' Association. When the matter was brought to their notice it was referred to their Tariff Committee, which after consideration and advising with some manufacturers whom I know, arrived at the conclusions already attributed to the late Chairman of the Tariff Committee. The letter containing those conclusions and the assurance that the Manufacturers' Association would not oppose the removal of the duty on traction ditchers is on file in this department. I think the association is entitled to credit for the stand it has taken.

It may be well to state before leaving the subject that my first endeavors to secure cheaper ditchers for the Canadian market were directed towards having them manufactured in Canada, and those efforts have been continued to the present time. I know there is a sharp difference of opinion as to whether this would secure any material reduction in price, if the duty were maintained at the present level, but this point does not enter into the situation at the present juncture. The facts are that after four years of endeavor along this line these machines are still not manufactured in Canada, and the farming community is suffering annually a heavy direct loss without any compensating gain to any other class of citizens. Under these circumstances there seems to be no valid reason, indeed not even a plausible excuse, for maintaining the duty on traction ditchers.

It is to be hoped that The Farmer's Advocate and the agricultural press generally will continue the campaign until the duty is removed.

WM. H. DAY.

### Egg Laying Contest at Vancouver, B. C.

The results have been issued of the international egg-laying contest, under the joint auspices of the British Columbia Poultry Association, the Vancouver Exhibition Board and the British Columbia Provincial Government. The total number of eggs laid in Class No. 1 from Oct. 20, 1911, to Oct. 20, 1912, by pen No. 2, White Leghorns, winning first prize, owned by J. Stewart, of Australia, was 971; pen No. 9, White Leghorns, owned by Ranguir Egg Farm, New Zealand, second prize, 916 eggs; pen No. 10, White Leghorns, owned by Dr. Medd, British Columbia, third prize, 800; pen No. 19, White Leghorns, E. T. Hunson, British Columbia, fourth prize, 795; pen No. 18, White Leghorns, owned by E. Soole, British Columbia, fifth prize, 778; and pen No. 20, White Leghorns, owned by Major Green Wilkinson, British Columbia, sixth prize, 745. The winners in Class No. 2 were as follows: First, Rhode Island Reds, A. E. Smith, British Columbia, 854 eggs; second, White Wyandottes, G. Adams, British Columbia, 804 eggs; third, Rhode Island Reds, J. J. Dougan, British Columbia, 800 eggs; fourth, Barred Rocks, V. Cleenes, British Columbia, 778; fifth, Rhode Island Reds, Red Feather Poultry Ranch, British Columbia, 732; sixth, Barred Rocks, Fred Matthews, British Columbia, 730. Two silver medals, presented for pens in Class 1 and Class 2 producing most eggs during winter months, were won by pen 2, J. Stewart, Australia, in Class 1, and by pen 39, Buff Orpingtons, C. W. Robbins, British Columbia, in Class 2.

### Relation of Roads to Agricultural Conditions.

Much has been written during recent years about the value of good roads, and the agitation for better roads must continue. It is only necessary to take a drive through the country to appreciate what might be accomplished. From a piece of good crushed stone or gravel road to the old mud road is a short journey in most localities, and the difference in power required to move a load on these different classes of roads is quite perceptible to the driver, but it is not often that he estimates the real loss he sustains by bad roads. United States Farmers' Bulletin 205, "Benefits of Improved Roads," deals with the relation of roads to agricultural conditions as follows:

Farmers sooner or later come to realize the desirability of diversified farming. Perhaps no cause limits farming of this description as effectively as bad roads. Of course, the prime requisite for successful diversified farming is a good market. This market may be either a near-by town or a city, or a distant market which requires railroad transportation. In any case, however, the speed of transportation from the farm to the unloading point is essential. Diversified farming usually means a change from staple crops such as corn and wheat to more perishable products such as fruits and garden truck; that is to say, from crops that may be held at the farm to crops which must be moved away from the farm immediately. The possibility of this change is largely dependent upon road conditions.

A farmer 10 miles from a market for spring truck crops, such as rhubarb, peas, and spinach, is at a great disadvantage if his market road is unimproved, and he may be totally unable to compete with the farmer the same distance from market in another direction on a good road.

About each market or shipping point there is a boundary line which encloses the area that can be cultivated profitably for delivery at that point. If this area is considered as bounded by a circle, it is not difficult to see that its size will depend upon road conditions. The profit to the farmer is determined by the difference between the production and transportation costs and the selling prices. Production must cease when the transportation costs wipe out the difference. As one goes farther from market centers, he passes through successive zones of production, each of which contains fewer farm products, because some products will not bear the additional cost of transportation. With a good system of improved roads radiating from market centers, it must follow, if all other things are equal, that the total area of farming land will increase, as well as the successive areas or zones capable of supporting diversified crops. The whole business of farming is sufficiently dependent upon weather conditions without the added uncertainty of road conditions.

It is a well established fact that market prices for even staple crops vary considerably throughout the year. Where bad roads prevail, farmers are forced to move their crops, not when the market price is favorable, but when the roads are favorable. It is common for the farmer to find that he can not haul his produce to market when prices are highest, because the roads are impassable. When the roads become passable, the time for market has largely passed, and produce is compelled to move in masses which frequently glut the market and break the prices. Excessive fluctuations in market prices are seldom due to overproduction. They frequently take place in regions where the local production does not equal the annual consumption. There are counties in the United States rich in agricultural possibilities, burdened with bad roads, where the annual incoming shipments of foodstuffs exceed the outgoing shipments in the ratio of four to one. Many such counties with improved roads could not only become self-supporting, but could ship products to other markets. A farmer in Sullivan County, Tenn., a few miles from Bristol, had 100 bushels of Irish potatoes which he intended to market during the winter of 1907-8. Owing to bad roads he was unable to haul the potatoes at all and they rotted in the cellar. Nevertheless, the price of potatoes at Bristol went as high as \$1.40 per bushel in the meantime. A Bristol merchant stated that during the winter as many as 10 carloads of farm produce, including wheat, potatoes, and other supplies, were daily shipped in to feed not only Bristol, but the adjacent territory.

The question of opportunity in marketing is worthy of consideration. For the sake of example, let it be supposed that two farmers living in separate counties, but at equal distances from the cotton market, learn by telephone that cotton has advanced in price \$1 per bale. The farmer living on a bad road can immediately haul one bale of cotton, while the other farmer can haul four bales because he lives on a good road.

The rise in price means a profit of \$4 to the one man and only \$1 to his neighbor.

When the roads of the United States or of the great producing zones of this country become improved, it is reasonable to suppose that periodical congestion of markets will tend to disappear. Corresponding benefits will accrue not only to the producer, but to the consumer. When marketing is distributed throughout the year, storage charges must decline. In Chicago the storage charges on grain amount to 12½ cents a bushel per year. The disadvantages of freight congestion in the fall can not be entirely eliminated in many places, but good roads will certainly have a marked tendency to distribute hauling over longer periods.

It is reasonable to say, therefore, that good roads mean that diversified farming will be encouraged, the area of profitable production increased, the opportunity for favorable marketing improved, and more uniform distribution of farm products secured, and, as a consequence, speculation in staple products will be reduced.

What is true in the United States is true here. Great are the losses borne by the producers each year by bad roads. Among other benefits of good roads the bulletin cites those of increase in the value of farm lands, improvement of schools, improvement of rural delivery service, and improvement of social conditions. All these are important, and it needs no explanation to show how good roads effect each. We cannot afford to do without good roads.

### North American Egg Laying Contest Closed.

At midnight, October 31st, at Storrs Experiment Station, was concluded the contest in egg-production among 100 pens of fine hens each which began one year before. The White Leghorn pen, owned by F. G. Yost, of Pennsylvania, won first place, with a total of 1,071 eggs, but it was no walk-over, for the Canadian pen of White Wyandottes from Beulah Farm, Wentworth, Ont., was only two behind, with 1,069 eggs. For a considerable length of time an English pen of White Leghorns, owned by Thos. Barron, led, but death entered the pen, and for a long time there were only four layers at work, making a total score of 982 eggs, and a much higher average per bird than the winning pen. Approximately, fifty birds in the contest laid over 200 eggs each in the year. The highest-scoring individual bird was a Rhode Island Red from Kentucky, with a score of 254 eggs. The best score by a Barred Plymouth Rock Pen was 925, and by a White Rock 901. A Buff Wyandotte pen scored 847; an S. C. Rhode Island Red 930; seven pens of White Leghorns scored over 900 eggs each, and one pen of Buff Leghorns 947; the top score by a Black Minorca pen was 765; by a Buff Orpington 860, and by a White Orpington 858. As egg-producers the general utility breeds have made a creditable showing. Mr. Barron has entered another pen for the new contest which has begun. Eleven States, Canada and England are represented by twenty different varieties. An extra bird is held in reserve for each pen in case of a death or incurable disease. The birds entered are all new in the contest.

In the contest just closed the total number of eggs laid was 75,230, or an average of 153½ per bird, an exceedingly good showing for so many hens, and creditable to the faith and judgment of their owners. T. V. L. Turner, in drawing some deductions from the results, states that the matter of type in the different breeds and varieties does not seem to influence egg-production so much as the type of the individual. Many high-scoring layers in each variety differ considerably in physical characteristics, and just these conditions of feed, housing, care, heredity and proper mating step in. The detailed conclusions were to be worked out by the Storrs Experiment Station people and issued in bulletin form.

### When to Cut Timothy.

In experiments made by H. J. Waters, of the Kansas station, it was found that the largest yield per acre of digestible nutriment materials is obtained by cutting timothy when in full bloom and that the largest yield per acre of field-cured hay, as well as of actual dry matter, is obtained from cuttings made when the seeds were just formed, an early "milk" stage immediately after the bloom had all fallen. In each of these stages a larger yield per acre was obtained from both the standpoint of gross weight of material and that of actual nutrients, than was obtained from earlier or later cuttings; and, while apparently not quite so palatable as when cut at a still earlier period, it would seem in general that we may conclude that the proper time to cut timothy is between the time of full bloom and the period when the blooming has just passed and the seeds are in an early stage of development.