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AUGUST 9, 1906

THE FARMER'S ADVOCATE.

Building a Silo.

Silos are built of all sorts of material, and in all

ten years amounted to from three to five times more than was removed by the crops. This loss was due to the rapid decay of the humus and the liberation of the nitrogen, which forms an essential part of the humus. The losses of nitrogen from these grain farms were practically the same as from the experimental plots at the University Farm. The results of the tests on the small plots are in accord with the field tests in different parts of the State.

"Where clover was grown, crops rotated, live stock kept, and farm manure used, an equilibrium as to the nitrogen content of the soil was maintained, the mineral plant food was kept in the most available condition, and maximum yields were secured."

The Automobile Nuisance.

Editor "The Farmer's Advocate":

We often hear the old adage repeated, "Make the best of a bad job," and I think it is wisdom to act in this manner in regard to the auto car. We don't like the machine, but it is here, and, doubtless, here to stay. We don't like the law in regard to it, but, likewise, it is here, and that to remain for at least a few months. The law is, perhaps, stringent enough, but so complicated it will give a great deal of trouble to those who will try to live up to it. One of the unsatisfactory features of the regulations is that regarding the numbers to be displayed, both in front and behind. In case of an accident, what difference would it make if the machine were covered with numbers, when a man has his leg broken, the rest of the family dashed into a ditch, and he sees his horse tearing down the road making kindling wood of his carriage? He is then not in a fit state of mind to read and memorize even large numbers, and numbers covered with dust are not easily distinguished. So what good will the numbering do, if the tourist tries to escape?

However, I incline to think Sandy Fraser is right in his presumption that calling the auto "bad names" will not cure the evil.

I believe the idea is not far wrong, that of giving the tourist certain days upon which he may run-for, say, two years-until horses become acquainted with the The people would then know when it is nuisance. safe to drive. In the course of a very few years horses will become accustomed and educated, so that they will give no more trouble from this source. The same condition prevailed, perhaps to a lesser extent, when bicycles were first introduced. Everywhere they were a terror to all who had driving to do. To-day it would be difficult to find a horse or colt that is afraid of one. Why? Because they became so common that they were seen by horses and young colts from every pasture-an every-day occurrence-and the animals became so well acquainted with them they ceased to be alarmed. Now, if we could get certain days, even two days per week, during which the auto cars were prohibited from running, for, say, two years; and during that time the horse-owners do their part, we would have protection to the public, which protection we are justified in demanding; also, at the end of that time the dangers would largely be past.

Yes, sir, the people have a duty to perform. It will not be met by simply cursing what cannot be hindered, but pains should be taken to show horses the machine, and let them learn that it is harmless to them. In this manner a great deal of danger and many accidents may be avoided. Let us act the part of men in these common difficulties, and what we cannot get rid of, let us use our best efforts to remedy as far as possible. Wentworth Co., Ont. J. R. H. sorts of shapes, ranging from a hole in the ground to expensive stone and cement structures. I have had experience only with the round wooden stave or tub silo. I think it the cheapest and easiest to construct. It is at the same time the most durable of them all, except the masonry structures. It dries out immediately the silage is removed, and does not hold moisture as do those with thicker walls. In planning a silo, be sure not to make it too large, as a little silage has to be fed off the top each day after the silo is opened to keep it from molding. A diameter of sixteen feet is about right for thirty head of cattle. To accommodate the required number of tons, build the silo high. If you plan to put it down in the ground a few feet, have the dirt excavated and a smooth, circular wall laid up. If cemented, so much the better for smoothness, but I do not yet see that the acid in silage rots the rock and mortar, as some claim. Have the sill got out of the planing mill. It will come in sections about four feet long, sawed out of 2x10 plank. "Float" it in mortar, and then lay a second sill over it. breaking joints, and spike the two together thoroughly. Have this ready when the lumber arrives, so that it may be set right up before the staves get warped. In my silo I used fourteen and sixteen foot staves for each story, alternating first a long one and then a short one. Plumb your first stave carefully, and brace it thoroughly; then set the others one by one, toe-nailing the bottom and nailing a three-eighths inch batten around the top as you go, to hold the staves in position. After completing the circle, put on two or three hoops, and repeat the operation, placing a fourteen-foot stave on top of a sixteen-foot stave and a sixteen-foot stave on top of a fourteen-foot, so making a two-foot splice in the middle.

For hoops, I used three to six strands of No. 9 galvanized wire, well twisted into a rope, with an eyebolt twisted on each end. For tightening, pass the eye-bolts through a 12-foot 4 by 4 oak scantling, and screw up the nuts. I used 8 wire hoops on the first story and 5 on the second. Over the matched ends of the staves at the splices I used two flat-iron hoops about four inches wide, and, perhaps, 8-16 inch thick. When the hoops are on and drawn tight, cut out the doors on the side from which you want to feed; two feet square is large enough. Cut on a bevel all around; cleat the pieces of staves together, and simply set the door in place from the inside, to be held by the sliage. I have two doors above the splice and three below. It is not necessary to put a door near the top, as the stuff will settle a few feet after the silo is filled. Such a silo as I have described, 30 feet above the ground and six feet below, with a diameter of 16 feet inside, will hold about 150 tons of silage, and cost in New York State about \$300; that is, a cost of \$300 for a silo that will hold 150 tons of feed-\$2.00 for each ton capacity. This amount of feed will supply 20 cows with all the silage they should have, even if they are big cows and are fed the 40 to 50 pounds each If one were to build a barn that would hold hay day. for 20 cows, even for a winter, can he build it for \$300 ? Not at all. He would have to invest very much more than that sum in a barn to hold the hay for that number of cows. So we see the silage is the cheapest thing possible to feed, if we are to consider the cost of the structure that contains it.

The farmer who intends to largely increase the number of his cows will have to put hundreds of dollars into a barn structure if he intends to confine himself to will be fai the feeding of hay for roughage. for him to extend his stables and build a silo than to construct a stable sufficiently high to hold the hay. When a man is freed from the necessity of providing for bulky feed, he can then construct his dairy stable with the object of getting cleanliness and light. He can build his stable long and low, and secure a flood of light from three sides. His foundation does not have to be so heavy as it must be if it is to sustain a heavy superstructure. A silo is thus not expensive, and, moreover, it is a great factor in the development of dairying. It solves the dairyman's problem of making a living from 50 to 100 acres of land. That is going to be the great question in the not distant future, for with us the farms are already being cut up into smaller If any man doubts whether or not it will pay ones. him to build a silo, let him look into the cost and benefits, by actually getting estimates on the cost of construction. I make silage my main cow food. I feed from 30 to 40 pounds of silage per day, according to the cow. It is my intention for the cows to have all they want. The silage ration is balanced with bran and clover hay. The bran is fed in proportion to the period of lactation of the cow, and as much as she will consume at a profit. I feed silage and bran the first thing in the morning, then do the milking and separating, then feed as much clover hay as the cows will clean up before noon. The same method is followed in the evening, feeding hay the last thing at night. I do not depend on grass alone more than 90 days in the year; then, if I have any silage left over from winter, I feed about 25 pounds per day. If I have no silage, I plant a small plot of early corn in the spring, and sow oats and peas, begin feeding as soon as it will do, cutting from the field and hauling to the pasture each day. This is a more expensive way of feeding than the silage,

but it is far better than to let the cows go hungry, for a hungry cow won't give milk. Fulton Co., N.Y. J. P. FLETCHER..

[Note.—While, as Mr. Fletcher truly points out, a man must be careful not to build a silo with too great a diameter, we hardly approve of a structure 36 feet deep, nor would we let the silo down below the surface of the ground. Rather would we have two silos of rather smaller diameter, and each one about 26, or not over 30 feet in height.—Editor.]

Weeds that Worry Farmers.

Editor "The Farmer's Advocate": While attending, as a delegate, the series of field meetings held in June through Central Ontario, I noticed that perennial sow thistle was the most common weed found. It is found all over the central part, in some sections worse than others. Bladder campion and ribgrass were found in several places; also bindweed. Thorough shallow cultivation, with a short rotation of crops, is the easiest and surest method of getting rid of these plants. Night-flowering catchily is very prevalent in most of the alsike-growing sections. For this annual we recommend pulling the plants before they mature their seeds. Several specimens of hare's ear mustard was seen at one place. This is a very bad weed when once established, and the farmers would do well to be on the lookout for it. It is an annual, growing about one or two feet high, with thick, fleshy, spear-shaped leaves, lightish-green in color. It has long seed pods on the top of the plant, and these are foursided. It would be well to pull this weed wherever found, if not in too large quantities.

Black meddick, or trefoil, is also giving trouble to the alsike growers in some sections, and is being spread over the Province pretty rapidly. By sowing good clean seed after a hoe crop or summer-fallow we should get rid of this pest. One great danger with alsike growers is that some of them allow the fields to reseed themselves, thereby letting all the weed seeds grow up with the alsike in the second crop, and increasing the trouble and expense of cleaning the fields are neglected and the seed goes on the market in this dirty condition, and some farmer is sure to buy it because it is cheap.

Prospects for alsike and timothy were good. Red clover in some sections was far advanced, and farmers had begun cutting the first crop, so as to avoid the second brood of midge.

In some sections a white maggot was found eating in the head of the red clover. Not having seen this before, we were unable to tell what it was, or anything of its life history.

These meetings seem to give the farmers an incentive to clean their fields before cutting, as many of them expressed themselves in that way.

The Seed Control Act appears to be appreciated by the farmers where it is understood, but many of them were of the opinion that they were exempt from the provisions of the Act, and that only the seed dealers were liable.

Interest in the meetings was good. At two of our meetings 120 and 150 were present, and the average attendance at the others was about 25. The speakers were frequently on their feet for two hours and over.

Crop prospects generally are good. Corn and peas suffered in some sections from too much rain; also spring grains on undrained lands. Meadows rather thin in some sections.

Grain Inspection Commission.

(Ottawa correspondence.)

A thorough inquiry is to be made into the grain trade of Canada by the Department of Trade and Commerce. Authority for this has been given by a recent order-in-council, by which commissions are appointed to make a comprehensive investigation of all matter connected with the Grain-inspection Act and Maritoba Grain Act. Power is given to visit the grain-growers and elevators all over the grain-growing region, to inquire into the methods of handling grain at the various stations, including farmers' elevators, as well as company elevators, and to look into the methods of the distribution of cars, and the practices of the grain dealers of Toronto, Winnipeg and Montreal. The system of Government inspection and selection of grades, and the methods adopted at all the inland and lake ports will be looked into, as will also the ways in which the grain is handled on its arrival in England.

The order-in-council appoints the following commissioners to look after this important and expansive inquiry: George E. Goldie, Ayr, Ont.; William L. McNair, Keyes, Manitoba; and John Miller, of Indian Head, chairman. The secretary has not yet been appointed, but the understanding is that he will be an Alberta man. F. D. At several of our meetings representatives of some of the seed firms were present, and gave much valuable information regarding the weed seeds that are hard to separate from chovers and timothy, and showing samples of seeds with the reports from Government inspectors, giving the number of weed seeds present. Northumberland Co., Ont. GEO. CARLAW.

Anent the Auto Car.

Editor "The Farmer's Advocate":

It gied me great pleasure to see the manfu' words o' Sandy Fraser in defence o' the motor car, in "The Farmer's Advocate," o' July 19th. Man, but ye're great, an' I'd like fine tae meet ye. It luiks tae me, as it diz tae Sandy, that tae muckle havering is gaein' on consairnin' automobiles. I mind hearin', yin time, o' fowk wha couldna thole the thocht o' common trains; and ithers, later on, wha thocht electreecity wisna canny. It's mony o' the same kin' o' fowk nooadays wha are ready an' willin' tae support ony law that wad stop the automobile trade. But it can no be stoppit ; it's here tae stay. At hame it's luikit upo' as the fairmers' freen', in spite o' a hantle people in a wheen counties, wha are daein' their best tae kill it. But the like o' them is luikit doon o' by the bulk o' the country as the slow tae gane in oot o' the weet, an' fine they desairve it !

As for the smell o't, ft'll no gar ony horse greet that ever, I heard tell o'. Gin a horse canna thole the smell o' a wee bit gasoline alang a road, hoo are they gaein' tae work that same beastie on a fairm whaur yin o' these gasoline engines is aye used for power? Forbye, hoo wull the smell o' the "denaturized alcohob" affeck them? By the way, I'm thinkin', as a guid Scot, that it's a shamefu' waste o' guid