

Fences Along the Roadways

In the discussion on the farm fence that has taken place in these columns during the past few weeks the opinion generally expressed by correspondents has been that it would be a difficult matter to do without fences along the roadways, the chief reason being that farmers have frequently to drive stock along the highway, and it would be difficult to do so if there were no fences along the sides of the road. Several correspondents, however, admit that it would be the ideal system if it could be successfully carried out, the generally expressed opinion being that this country is not yet ready for such a change.

While the arguments that have been advanced against doing away with the road fences have considerable weight, and make such a plan seem impracticable, yet the fact remains that such a system has been successfully tried, though we are not aware of its being tried in this province. In Carleton county, New Brunswick, there are said to be very few roadside fences, the farmers either herding their stock or fencing in their pastures. Some years ago, when in the lower provinces, we drove through one section in Nova Scotia, where not a fence was to be seen along the roadways. In these districts a general system of farming is carried on similar to that in this province, and yet the farmers seem to get along without roadside fences. It may be that they have not as much stock to drive along the roadways, but still they have some, and if the plan is feasible for a few head why would it not be workable where larger numbers are raised?

If such a system could be carried out it would undoubtedly give better roads in this country during the winter months. If all the roadside fences were removed there would be no piling up of snow five and six feet high on the roadways during our winter months. And it seems reasonable to suppose that if on the western prairies, where considerable stock is now raised, the farmers can get along without a roadside fence the farmers in this province could get along without one too. But be that as it may, the plan in our mind seems to be worth considering, especially in those northern counties where immense quantities of snow fall every winter. If every farmer had some kind of a movable fence along the roadway that could be removed before winter sets in and returned in the spring it would be a great help, and would supply all that is needed in the way of a fence during the summer, and leave the road clear during the winter.

Mr. James Smith, in his letter in this issue, touches on an important point when he states that the municipalities should at least pay one-half the cost of the roadside fences. This is a matter that we would like to see further discussion upon. As he very aptly points out, the farmer has to build a fence along the roadway as much for the public benefit as for his own. If this contention is correct, and some very good reasons are advanced in support of it, it seems only reasonable that the municipality should bear its share of fencing the roadway. It does seem a hardship, at least, for a farmer who owns a corner lot to have to build all the road fence about his farm when the general public is so much benefited by having it there.

The Live Stock Trade at the English Royal Show

At the English Royal Show, as is the case at the leading fairs in this country, considerable trading is done each year in purebred live stock. This year's Royal Show, a short report of which was given in last week's issue, was no exception to the rule. There appears to have been more demand for sheep, or at least more business seems to have been done in this line than in other lines of live stock. There was a larger attendance of buyers from Canada and the United States than has been seen for a few years. In addition, there was a large number of buyers of sheep from

France and Germany, while the Argentine and Australia were well represented.

The demand for Leicesters was better than former years. Inquiries were made from Canada, the United States, and Argentine. There was a first-class enquiry for Cotswolds, mainly from the States and Canada. There seems to have been more inquiry than actual sales for Lincolns. One thing was apparent, that there was a much stronger demand for this breed from Canada and the United States, more particularly from the former. For Oxford Downs there was a great inquiry from Canada, the United States, and Argentine, and some very high prices were paid. There was a very large demand for Shropshires, Canada, the States, and Argentine being the chief countries for which these sheep are required, the enquiries from the last country showing a large increase over former years. The best customer for Southdowns was France. Canada and the United States also took a large number of this breed. The demand for Hampshire Downs was good and several sales were made to go to the United States and Canada. For Dorset Horns the enquiry was not so great, though the sales reported were all for Canada. From this summary it will be seen that there is a good demand for sheep from many sources, and it is gratifying to know that so many high class animals of nearly all the leading breeds have been purchased for Canadian breeders.

A large demand was reported for Shorthorn and Aberdeen-Angus bulls, but business was difficult to carry through owing to the high prices asked. Five hundred pounds was refused for a bull and £200 for a heifer in the Shorthorn classes. Argentine and French buyers were out in strong force. There was also a good demand for pigs and quite a number of sales are reported at high prices.

One of the special features in the horse section was the large exhibit of polo ponies. The breeding and training of these ponies in Great Britain is growing very fast and breeders realize good profits for well-trained animals of the right type. There is a growing demand for these ponies in the United States, and breeding them might be a profitable undertaking for some of our Canadian horse fanciers to take up.

Separators and Their Management

A Paper Read by Mark Sprague at the Cheese and Butter-Makers' Convention

One of the common properties of matter is its indisposition to move. This is manifested in a body by the opposition it offers to any change in its motion. Any such change must be effected by force. In all the older methods creaming was effected through the influence of gravity which is practically always the same. It is quite different, however, creaming milk with a separator, for in this method the aim is to separate the fat by centrifugal action, which is much more powerful than the force of gravity.

The natural force of gravity, which is universally and at all times available and which was exclusively used in cream-raising, acts with uniformity and requires a certain time in which to obtain the best possible results, but even under the most favorable conditions it fails to obtain complete separation of the fat with varied or mixed milk. More perfect separation and a shortening of the time necessary for creaming milk can only be effected by the application of a force which will impart to the fat globules a celerity far exceeding that given by gravity.

This force is centrifugal force, and it is from this the machines for creaming milk are named centrifugal separators, and it can be applied in such a manner that its power exceeds that of gravity more than a thousand times. It is only necessary to subject the milk to a rapid rotary motion in a suitable vessel to produce this force. Having suitable arrangement that when at work a continuous stream of milk can be admitted and give out in return separated