

The Farmer's Advocate and Home Magazine

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EDITORIAL.

Fight and pay now, not later.

Canada has only one course—fill the gaps.

German frightfulness grows more frightful and yet does not frighten.

Good roads are as necessary for loaded wagons as for touring cars.

If the men must be taken, organize all resources so each does his part.

It is not always those who cheer loudest or talk most who accomplish most.

Feed, finance or fight is Billy Sunday's apt phrase pointing to the duty of every man.

Duty-dodgers are bad enough anywhere but infinitely more harmful when in high places.

The people of Canada will back up the man who points a clear way ahead in the present crisis.

German airmen feel safer dropping bombs on school children than fighting Allied machinery of war.

A clean and well-fertilized summer-fallow is a strong initial step toward a satisfactory wheat crop in 1918.

One of the biggest problems the Fuel Controller is likely to find in his new office will be to get sufficient fuel to control.

According to the calendar the longest day of 1917 is past, but the farmer will have many long days before his crop is harvested.

Every day the final decision with regard to conscription and its application is delayed, means so much more lack of efficient organization.

Where hoeing is necessary do it well. Once over where every weed falls is much more satisfactory than two or three times "running through."

Ontario and the Eastern Provinces have planted more potatoes than usual. If the weather does its part no Canadian child should be without his mashed potatoes next winter, and there should be many to spare.

Working up a community spirit between small town and country is worth while, and will lead to a better understanding between the man on the land and the man in town. It is necessary right now.

At first those clamoring for food control seemed to think that food was the only necessary thing advancing in price. We are not strong for control, other than to prevent speculation, but if it must come for food why not extend it to all necessities? It is a bigger subject than most people think.

In three years the Dominion Department of Agriculture have distributed throughout Canada over 3,000 pure-bred sires, stallions, bulls, rams and boars. These going to outlying districts should work some improvement in the live stock of the country. The system is one which should be carefully watched that every district get the class of sire desired, and must always be worked in the interests of the communities served, and not for the special benefit of any individual, breed or class.

Stock Values.

In travelling through the country one notices a large preponderance of live stock which could not be classed as good grades, and which really show no system whatever in breeding. There is, in this country, unlimited scope for the work now being carried on so well by our comparatively few breeders of high-class, pure-bred stock. There are thousands of herds and flocks, even in the choicest sections of Old Ontario, which would be vastly improved by the continuous use of pure-bred sires. There are many herds which should eventually be cleaned out altogether and replaced by better stock. However, most of them could be successfully graded up if the best of pure-bred sires were used. Never was the outlook brighter for the live-stock industry and never was the investment in the right kind of pure-bred sire safer than at the present time. And it would be well to mention that we need more herds of pure-breds in this Province, and in fact all over Canada. It is impossible to get too many good pure-breds. Each new herd of the right kind of stock, properly cared for, makes more interest in better stock and consequently improves the live-stock business for the owner of pure-breds. Prices never reached a higher level than at the present time. Very recently in the country to the south of us a bull calf of the Holstein breed sold for \$53,200; a cow for \$18,300, and 143 head for \$296,470. One hundred and twenty-three head of Aberdeen-Angus cattle, one of our best beef breeds, brought a grand total of \$95,285 or an average of \$774 per head, with a female going at over \$3,000 and a bull at over \$2,000. The same week 107 head of Shorthorns were sold in Chicago for \$146,575, an average of \$1,370 each; the top of the lot going at \$7,000. A large herd of Herefords averaged \$1,700 each. These are only a few of the sales of pure-bred cattle which have made high record prices, and they indicate the trend of the times. True, the highest prices are paid by men of wealth for fancy animals with fancy breeding and they set a very fast pace, but notwithstanding this fact we must remember that prices for beef and other forms of meat produced on the market, as well as for dairy products have advanced steadily during the past two years and while moneyed men vie with one another in paying high prices for fancy stock, the cow which produces milk and cream and the animal which produces beef, mutton, or pork and does it most economically and in the end turns out the highest-quality product is the animal which will always be in the best demand. The beef animal, the bacon hog, the mutton sheep, and the dairy cow are worth to the producer exactly what the results at the block or at the pail show, and these results have proven time and again that the well-bred animal is the kind which makes the farmer the largest returns. It is the best which proves profitable in improving the poorer classes of stock. No one can estimate the value of fancy and high-class pure-breds in this regard.

The Transportation Problem.

One of the biggest problems this country faces at the present time is that of transportation. We are told that shortage of labor and increased demand on our railway lines have caused a depletion in equipment and a lack of needed upkeep on the roads. From time to time during the past winter embargoes were placed on certain classes of freight in order that the railways might catch up with the work they had to do. There is nothing at the present moment which points to a bettering of conditions next winter. It may be that the railway organization will not be sufficient to handle the grain from the West at the proper time. We are told by those familiar with the coal situation that we may look for a "hand-to-mouth" supply of coal for the coming winter, and that the transportation com-

panies are not likely to be able to handle it fast enough to give a liberal supply. An insufficient, broken-down, or in any way impaired or depleted set of railway transportation facilities is the biggest drawback that can come to us at this time. It affects agriculture, manufacturing and all lines of business and makes a general tie-up in the country. Anything which can be done to relieve the situation and to put our railroads on the best possible basis for the present and future would meet with the approval of the Canadian people and it is time now that a bold policy were inaugurated.

The Hay Crop.

In 1917 it was the hay crop that saved the situation on many a farm in Eastern Canada. Present indications are for a fair crop this year, and for feeding purposes a certain amount of emphasis should be placed on the importance of hay, for it is one of the safest and best crops produced on the farm, clover or alfalfa being particularly valuable in conjunction with silage for cattle-feeding purposes and the clover is always of first value in crop rotation, and as feed for not only cattle but horses and sheep, and, in fact, pigs. To make the most of the hay crop it should be cut at the proper time. Clover makes about the best feed when cut at the time that about one-third of the bloom turns brown. Alfalfa should be cut when a small percentage of the plants show bloom, or when new growth is noticed shooting up from the basal leaves on the stalk and sweet clover should be cut just before bloom appears. Timothy or mixtures of clover and timothy stands a little later and should be cut between the periods of blossoming. However, it makes better feed cut early than left too late. Considerable of the hay, particularly in years of catchy weather, is left too long before cutting and consequently loses some of its palatability and feed value. Clover also gives a better chance of the second crop either for hay or seed when cut early. In curing, care should be taken to save the leaves on the stalk. Of course, the weather has a great deal to do with the hay made, but growers will plan to make the most of the crop this year because it is the roughage, hay, corn and roots grown on the farm, which will carry the stock over winter most economically and which will release for sale grains necessary for food consumption and which at the present time command high prices. In cutting sweet clover or alfalfa the mower should be set high enough that the bottom rosettes of leaves are left on the stalks. This is very important in sweet clover because if cut low the plants would be killed.

A Credit Due Co-Operation.

In discussing the merits and demerits of co-operation and in comparing the prices and returns received through selling co-operatively with those obtainable where sales are made individually, one important feature favorable to co-operation is often entirely overlooked. We refer to the fact that co-operation almost invariably forces the other fellow to pay a higher price and thus the margin between his price and that received through co-operative sales does not appear so large. In fact, in some instances private individuals or sets of individuals or companies will boost prices higher than the co-operative price in order to force the co-operative system to the wall. In comparing the returns received through co-operation with those available through individual sales one should always take into account the fact that were the co-operative system not in existence individual prices would likely be much lower than those obtainable after the co-operative system has gained a footing. The comparison should be made between the co-operative price and that which would likely have obtained had no co-operative system been in existence. If this were done no one would