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Toronto Ontario

shouldn't have done that, Jimmie."

"It was the most profitable investment I ever made," Jimmie answered. "Come out and see the corn that came off that forty."

Jimmie and his father went out, followed by the rest of the family. Even after both the hired men had assured Mr. McKee that every bushel of corn in the long double crib had come from the peat forty, he could hardly believe it possible.

"Why it's the greatest thing I ever heard of, boy!" he cried, enthusiastically. "You'll make the best farmer in this part of the state some day." Then his face fell. "I forgot, I suppose you'll be going to that new position in the city in a day or so."

"He's going back with me to-morrow afternoon," Walter said. "One of the firm told me yesterday that they are waiting anxiously for their new salesman."

For a moment Jimmie stood silent, digging his heel into the frozen ground. Then he met his brother's eyes squarely. "Is it a position they would find it very hard to fill—if they tried hard enough?" he asked.

"No, I suppose they could fill it." "Then tell them to fill it. I'm going to stay here with father—and help make this the best farm in the country."

The End.

The Makers' Corner

Butter and Cheese Makers are invited to send contributions to this department, to ask questions on matters relating to cheese making, and to suggest subjects for discussion.

Gathering Milk With a Motor Truck

"THE best way for me to state my opinion of my motor truck as a milk carrier," said G. A. Gillespie, speaking to an editor of Farm and Dairy recently, "is to say that I am so well satisfied with its work that I intend next year to put on two additional trucks for that purpose."

A year ago Mr. Gillespie bought a motor truck of 1500 lbs. capacity and to date it has run about 10,000 miles in the dairy business without repairs outside of tires. The truck is equipped with pneumatic tires and carries its loads of milk over the country roads quite smoothly at 12 to 15 miles an hour.

"This is the great advantage of the motor truck," said Mr. Gillespie, "its speed. Our truck has been making two trips to the country for milk each morning and one trip out for cream each afternoon. The rest of the day it is used delivering ice cream. Thus besides the three trips to the country I make it saves the wages of an extra man and outfit for city delivery."

"How far out does it go?"

"Eight miles is the farthest we have been going for cream this year, but next year with two additional trucks of one ton capacity, we will cover more country. The great benefit of gathering by motor truck is that milk can be brought long distances cheaply and that it will arrive early in the day. We ran the truck out to Warsaw for a load of eggs one day, a distance of 14 miles each way, and the round trip consumed but two and one-half hours. This trip ordinarily takes one day for a man and team."

"Is a motor truck expensive to keep up?"

"We get 15 miles from a gallon of gasoline and we have not found 124 tires in fact one of the original tires is still doing duty. A good motor truck used winter and summer should last at least five years by

having probably \$100 repairs put on it each year. But if one is going to do any trucking, he should provide himself with a real motor truck, not a touring car built over. The strains to which a motor truck are subjected require especially heavy construction and this is only found in trucks built for heavy work."

Casein Manufacture

OWING to increased cost of skim-milk, the manufacture of casein has been largely abandoned by Ontario creamerymen. I know several who put in rather expensive plants, but they found farmers asked more for the skim milk than they could afford to pay and make casein. I am not sure what the market is at present, but ordinarily, the price has been from 7c to 10c per pound for raw casein. As 100 pounds of skim milk will make about 3 pounds of raw casein, you can readily see there is not very much in it at the price which manufacturers have been paying for the raw material.

The Casein Manufacturing Company, 15 Park Row, New York City, advertises in the American Dairy papers, that it is profitable to convert into wet or dry curd, and requests parties to write them for their proposition. I know nothing about this firm, but possibly your subscriber might find it of value to get their proposition.

The chief difficulty, so far as the Canadian manufacture of casein goes, is, that the raw substance has to be sent to the United States to be refined, before it can be utilised by the Canadian paper manufacturers, who are the chief users in Canada.

So far as I can learn, the chief profit is made by the refiners in the United States, and until we can do our own refining, I see very little prospect of developing the business in Canada.

The best article I have seen, dealing with the whole question, is published by the New Zealand Department of Agriculture, and, doubtless, you could get a copy of this by writing to them for it.

Under present conditions of scarcity of food, skim milk can be better utilized for direct human consumption; for the manufacture of skim milk cheese; or be fed to live stock on the farm, rather than to make casein out of it.—Prof. H. H. Dean, O.A.C., Dunlop.

The Need of Quality

S.K.W., Montreal, P.Q.

FOR over two years now cheese has been in great demand; record demand, in fact. At times, prices have come up or gone down, but on the whole the buyers have been glad to get cheese that there has been little complaint on the score of quality. Not enough, I fear. The tendency, when all cheese gets through easily, is to relax that eternal vigilance that is necessary to good cheese. This is not a reflection on the cheese-makers of the Dominion. It is only human nature to take the easiest road.

I would like, however, to very earnestly draw attention to the conditions that will prevail when peace is declared. Then cheese will be on a declining market, quality will be watched closely and price cuts will be numerous. I sometimes fear that a distance cut will be more numerous than they then need be, because of the easy-go-lucky methods that don't bring their just reward at present. The education of the producer and the education of the consumer proper cooking gasoline and we have not found it should be the motto everywhere—in preparation for after-the-war conditions, if nothing else. At least this is the opinion.

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