

preference to the others. We have to compete with countries where horse-breeding is made a science, and where its principles are thoroughly understood and practised, and in addition to this we have to compete with countries where an effort is made to develop the young horse by proper nourishment and treatment. We speak advisedly when we state that very few of our farmers, at present, practise a system of feeding and rearing young horses that will enable them to compete successfully in the markets of Europe. There is a large field there for heavy draught horses for heavy teaming and cavalry purposes, and also for light active horses of good appearance. The Americans are making strenuous efforts to get a share of this market, and, as our conditions are just as favorable for producing good horses as theirs, there is no valid reason why Canada should not also get a large share of this trade.

Good Roads.

The following is the wording of a circular containing instructions to pathmasters issued by the township council of Lancaster, in Eastern Ontario, and is worthy of imitation by other municipalities:

We Want Good Roads.

GENTLEMEN,—This demand is so pithily put and comes to us from the public with such persistence, that we as servants of the public must respect it.

Under our present system of statute labor we must acknowledge that this demand on us cannot be fully met; however, if we make the best possible use of the means at our disposal, we will feel that we have performed our duty, and as a means to this end we respectfully offer the following instructions:

1. That you will regard it as your first duty to carefully examine all culverts and bridges in your section, and the necessary repairs be made as far as possible by statute labor, but when this is not sufficient avoid all responsibility by at once notifying the road superintendent of such district. It has come to our notice that when cedar was not convenient in some cases culverts have been neglected. To meet this you will find cedar with the following parties. With the reeve and the road superintendent for the use of pathmasters only, with the clerk for pathmasters and jobbers. This cedar will be delivered on your order, stating definitely the number of pieces you require. Should you have any left over, the council or superintendent must be notified of the fact, whose duty it will be to see that all such cedar is put to proper use.

2. That you will have all drains properly cleaned, and, where possible, have gravel procured for the road-bed. It may happen that a gravel pit can be secured jointly for two or more sections. Where this can be done the deal will be considered a good one.

3. That you are pathmaster until your successor receives formal notice of his appointment from the clerk, which is generally not later than the 1st of February.

4. That you will have all parties on your road-list duly notified, and that every man does his duty, not grudgingly, but cheerfully.

In behalf of smooth rolling, we are,

Yours faithfully,

D. J. BATHURST, Reeve.

J. F. CATTANACH, Clerk.

Though the instructions given in this circular are not as specific and as useful as they might be in directing pathmasters how to secure good roads, the principle of controlling and directing the pathmaster's work is along the right line. One of the chief faults to be found with the statute labor system is the "topsy-turvy" and "hit and miss" way in which the statute labor work is performed. Unlike the pathmaster in the township of Lancaster, the rule is for the pathmaster, when he is given his commission, to be given *carte blanche* to perform the work as he pleases; and more frequently than not it is his wish to repair the road in front of his own gateway or to clean out the ditch that is preventing the tile drains on his own farm from doing their work properly. In this way there is not the least uniformity in the manner of carrying on the work nor any definite approved plan followed in making or repairing the road. Not only is this so as between one township and another, but, unless specific instructions are given as above, there is no uniformity of procedure as between the pathmasters in any single township.

Thus it is that our statute labor system has proven a failure, and thus it is that year after year we have gone on spending thousands of dollars in road improvement without being very much nearer

the goal of "good roads" than when the original road surveys were made. There cannot be anything accomplished in the way of securing good roads until a more uniform method of working is adopted, and until those who perform the statute labor in this province work after some definite plan, and under the direction of someone who understands how good roads ought to be made. It is surely possible to have uniformity of work in a single township, and if township councils would secure from Provincial Road Instructor Campbell specific information as to how good roads can be secured, and embody this in instructions to pathmasters, better results would be obtained from the statute labor system. If each township did this, we would have every pathmaster working along the same line, and in a few years would have accomplished something in the way of good roads.

Then, to quote Mr. Campbell's own words, "Cease all work of a temporary character right away. Expend as little money as possible on the repairing of roads, and devote all you can to the construction of roads that will need no repair or very little repair." This is sound advice. With the present methods of operating the system and the condition of many of the roads, it hardly seems possible to do anything else but temporary work in performing statute labor. But if an improvement in the methods of doing the work were made, and a beginning made towards securing a permanent roadway, necessary work of a temporary character such as repairing culverts, cleaning out drains, etc., would gradually grow less. It may be said that to begin making a permanent and durable roadway with the amount of labor at the disposal of township councils from the statute labor system would be a very slow process indeed. To be sure it would if every person who performs statute labor aimed at getting his share done as easily as possible. But if everyone were made to do a reasonable and lawful day's work, and if the labor were wisely and intelligently directed, the amount of work that could be accomplished would surprise even the most pessimistic. Then the work would be considerably hastened if every township would invest in some road-making machinery that could be utilized by the pathmasters in getting the statute labor performed. For instance, a road-grader and a stone-crusher would save a lot of labor that could be expended in other directions. The question of good roads is an important one, and township councils should do all in their power to have the statute labor performed in a manner that will help to secure them.

Pointers For Cheese Makers.

According to the report of some shippers who have recently returned from England, many Old Country dealers are loud in their complaints of the quality of last season's Canadian cheese. In too many instances the goods were too stiff and hard-textured and did not show sufficient meat and were not up to the usual quality of Canadian cheese. Some of the English dealers stated that they were compelled in some instances to take United States cheese in order to get the quality required.

Whether this last statement can be fully relied upon or not is hard to say, but it is nevertheless too true, that there have been good grounds for complaint as to the character of some of last season's goods, because of this stiff and hard-textured quality. It is of the utmost importance that cheese-makers should guard against this the present season. The fault may lie with the maker and then again it may not. If it does, he has it within his power to remedy the difficulty and so turn out the kind of goods the British market demands, viz.: a well-cured, fine-flavored, meaty and close-cutting cheese. To get this the maker must have a good quality of milk, and if the milk is all right, and other conditions are favorable, there is no reason whatever why he should not turn out the kind of goods the British market requires.

One of the drawbacks to the making of really fancy cheese is the lack of proper curing-rooms in

connection with many of our cheese factories. In many of them it is almost impossible to cure the cheese properly after it is made. This is something that to a large extent is beyond the maker's control; though, if he exerted his influence a little and refused to be responsible for the cheese unless proper curing facilities were provided, there would soon be an improvement in this regard. A great many owners of factories and patrons who are largely the owners, do not fully realize the importance of good curing-rooms, and with the tendency of late to keep expenses down to the lowest possible notch, it is difficult to get them to improve matters even where they see the necessity of it. It is a "penny wise and pound foolish" policy to go on year after year making a fine quality of cheese, only to have it injured when placed in the curing-room. A day of reckoning is near at hand, however, and factories which have not the proper facilities for curing cheese will have to be content with a lower price for their cheese.

Another evil that is complained of and which is claimed to be the chief cause of the hard, dry cheese referred to above is the practice that too many factorymen have of shipping their cheese too green. This is, indeed, a serious mistake, and often results in otherwise good cheese being permanently injured by being taken out of the curing-room before it is sufficiently cured. A firm, close-cutting cheese, unless sufficiently cured before leaving the factory, will take on that stiff and hard-textured quality complained of. The buyers, factorymen and makers should co-operate in this matter and refuse either to buy, sell or allow cheese to leave the curing-room till it is properly cured. The factorymen and makers, by shipping early, may save a little in weight, but such a practice will eventually bring its reward and injure the factory's reputation far more than can be compensated for by the extra gain in weight.

The Decline in Butter.

Many dairymen who were induced not to make cheese till the cows were on the grass and to make butter instead are feeling somewhat disheartened at the way the butter market has gone. Viewing the situation in its entirety there is no room for discouragement. The creamery men have had exceptionally good prices for their butter during the past two months and must expect a decline in prices with the opening up of spring and its accompanying increased supply. True, values have declined four or five cents per pound especially on the Montreal market, but even at this reduction there should be money in making butter if the value of the bye products is taken into consideration. The skim-milk is especially valuable at this season of the year for feeding calves, and at any time for young pigs. In fact if many of these complaining dairymen were making cheese instead of butter they would find their young stock suffering from the want of some such food as sweet skim-milk which the creameries provide. Even if, as we have frequently pointed out, there were no profit in making butter, it would pay the patrons of cheese factories to do so rather than make a lot of inferior fodder cheese that would certainly have an injurious effect upon the market for the full grass goods. Therefore, we think the advice we have given from time to time is still sound, and that our dairymen will reap the fruits of following it later on in the season. The present lower values may enable dealers to do more in an exporting way than they were able to do under the higher rate. This will help to introduce our fine butter in Great Britain and lessen supplies on this side.

Our Clubbing List.

	Regular price.	With FARMING.
Canadian Magazine.....	\$2.50	\$2.50
Toronto Weekly Globe.....	1.00	1.50
Toronto Weekly Mail and Empire.....	1.00	1.40
Farm and Fireside.....	1.00	1.40
Montreal Daily Witness.....	3.00	3.00
Toronto Morning World.....	3.00	3.00
Montreal Weekly Witness.....	1.00	1.60
Family Herald and Weekly Star.....	1.00	1.75
London Weekly Free Press.....	1.00	1.75
London Weekly Advertiser.....	1.00	1.40
Ottawa Semi-Weekly Free Press.....	1.00	1.60
Hoard's Dairyman.....	1.00	1.75
Rural New Yorker.....	1.00	1.85