KEITH'S SEEDS
1866 1916

The supply of good seed is very limited this year, so order promptly and avoid being disappointed.

Alfalfa:	Bus.
Montana Grown, No. 1	15.00
Ont. Variegated No. 2 (almost No. 1)	$22.00 to $25.00
Lyman's Grimm	.80c lb.
MILLET.	
Hungarian Millet	$4.00
Siberian Millet	$2.25
German or Golden Millet	$3.00
Common Millet	$2.75
Jap. Barnyard	.7c lb.
Rape (Dwarf Essex)	.13c lb.
Buckwheat	$2.15
Amber Sugar Cane	.9c lb.
Hairy Vetch	.15c lb.
Thousand-Headed Kale	.25c lb.
Garden Corn, Stowell's Evergreen	$9.00 bus.; 25c lb.
Early White Corn	$6 bus.; 25c lb.

GEO. KEITH & SONS SEEDS 124 KING ST. E TORONTO

Fistula and Poll Evil

Any person, however inexperienced, can readily cure either disease with FLEMING'S FISTULA AND POLL EVIL CURE —even bad old cases that skilled doctors have abandoned. Easy and simple; no cutting; just a little attention every fifth day—and your money refunded if it ever fails. Cures most cases within thirty days, leaving the horse sound and smooth. All particulars given in

Fleming's Vest Pocket Veterinary Advisor

Write us for a free copy. Ninety-six pages, covering more than a hundred veterinary subjects. Durably bound, indexed and illustrated.

Fleming Bros., Chemists
83 Church Street, Toronto, Ont.

Adds Quality to Every Pound of Butter

Windsor Dairy Salt
Made in Canada

THE CANADIAN SALT CO. LIMITED

ABSORBINE
TRADE MARK REG. U.S. PAT. OFF.

Will reduce Inflamed, Strained, Swollen Tendons, Ligaments, Muscles or Bruises. Stops the lameness and pain from a Splint, Side Bone or Bone Spavin. No blister, no hair gone. Horse can be used. $2 a bottle delivered. Describe your case for special instructions and Book 2 K Free.

ABSORBINE, JR., the antiseptic liniment for mankind. Reduces Strained, Torn Ligaments, Enlarged Glands, Veins or Muscles, Heals Cuts, Sores, Ulcers. Allays pain. Price $1.00 a bottle at dealers or delivered. Book "Evidence" free. W. F. YOUNG, P.D.F., 179 Lymans Bldg., Montreal, Can. Absorbine and Absorbine, Jr., are made in Canada.

on the continent; the latter has been very successful at Quebec fairs. The Brampton herd was well represented, though, of course, many of their best animals are timed for Toronto Exhibition. The strength of the Ruiter herd was a surprise to all, and the money was fairly well divided all the way through. Both championships, however, remained with the Brampton herd.

In males, Ruiters' most notable win was in the senior class with Canadian Fairy Boy. In Brampton Radiator, however, Bulls hd a two-year old with depth, strength and character, and he was rather an easy champion. Another very nice animal was the first senior bull calf. Some of the cow classes presented many difficulties to the judge, owing to the diversity of type between the two herds. Of the championship, however, there could be no doubt, it going to Brampton Maitland B., a dry cow that gave all indications of being a great Jersey and a great dairy cow. The awards in full follow:

Jersey Awards, Male.

Bull, mature: 1, Canadian Fairy Boy, Ruiter; 2, Brampton Burma King, Bull.

Bull, 2 yrs.: 1, Brampton Radiator, Bull; 2, Trial's Sultan, Ruiter; 3, Jas. Winter, Ormstown.

Bull, 1 yr.: 1, Bull.

Senior bull calf: 1, Brampton Bright Sam, Bull; 2 and 4, Ruiter; 3, Bull.

Junior bull calf: 1 and 3, Bull; 2, Ruiter.

Bull, champion: Brampton Radiator.

Female Awards.

Mature cow, in milk: 1, 2 and 4, Brampton Lady Alden 2nd, Marcia and Kathleen of Roslin Park, Bull; 3, Poilette of Pinehurst, Ruiter.

Cow, 3 yrs., in milk: 1, 3 and 4, Hilda of Roslin Park, Brampton Canary and Missie, Bull; 2, Ghost of Pinehurst, Ruiter.

Heifer, 2 yrs., in milk: 1 and 3, Honeybee of Pinehurst and Pansy 2nd of Pinehurst, Ruiter; 2 and 4, Bull.

Mature cow, dry: 1 and 2, Brampton Maitland B and Brampton Brica, Bull; 3, Belle of Pinehurst, Ruiter.

Heifer, dry, 2 yrs. old: 1, Lady 2nd of Pinehurst, Ruiter; 2, Brampton Margaret K. 2nd, Bull. In this class many would have reversed the decision. The second cow was a very breedy looking heifer with a very shapely udder, but was criticised as being a little too mature to allow of further development.

Yearling heifer: 1 and 4, Bull; 2 and 3, Ruiter.

Heifer, senior calf: 1 and 3, Bull; 2 and 4, Ruiter.

Heifer, junior calf: 1, Ruiter; 2 and 3, Bull; 4, Winter.

Female champion: Brampton Maitland B.

Group Awards.

Graded herds: 1 and 4, Bull; 2 and 3, Ruiter.

Young herd: 1, Ruiter; 2 and 3, Bull.

Get of sire: 1 and 2, Ruiter.

Produce of cow: 1 and 2, Ruiter.

Four cows, in milk: Bull; Ruiter.

Ontario Plans Improved Highways

Takes Newspaper Representatives on Trip of Inspection—More Centralization Contemplated—Many Types of Roads Inspected

THE provincial government has an ambitious policy regarding future road construction in Ontario. The Minister of Highways, Hon. Findley McDiarmid, and the Deputy Minister, W. A. McLean, outlined this policy to representatives of the press last week during a tour of inspection by automobile over several hundred miles of country roads. At present the policy in one of maintenance rather than of construction. The aim is to hold what has been already constructed. In the meantime the highways department is organizing their resources and developing plans whereby they will be able to begin an extensive system of improvement all over the country as soon as the war is over. The policy is one of cooperation and its success depends upon this. It is modelled after a system that is said to have proved successful in France.

The plans of the government, as outlined to the newspaper men, are as follows: The government wishes to cooperate with the county council and make county roads out of the principal thoroughfares in the county. This means that the county council will take over and improve certain main roads in the county designated by the county and subject to the approval of the government. These roads are classified as primary or secondary, according to the amount of traffic passing over them. The aid given is as follows: 60 per cent. towards construction and 20 per cent. towards maintenance of primary county roads, and 40 per cent. towards construction and 20 per cent. towards maintenance of the secondary county roads. During the last 10 years about $10,000,000 has been spent on these county roads by the government and the county council. The policy is one of centralization, a gradual taking over by the county of the township roads, and these, in turn, aided by the government, and possibly taken over. Thus the central authority would be the government. The county authority would be the county council, and the district authority would be the township council. This policy is the one adopted in France, and which, it is said, has worked out satisfactorily. While this is true, it is likely to be some time before our Ontario farmers will be willing to give over fully the control of even main roads if it means that they will largely lose control of the tax rate as well.

Roads Inspected.

At 8.30 a.m., June 6, the party of some 12 newspaper men, representing the farm papers of the province, including an editor of Farm and Dairy, as well as representatives of some of the city dailies, assembled at the Parliament Buildings, Toronto, and proceeded on a tour, headed by the Deputy Minister, W. A. McLean, and later joined by the Minister, Hon. Finley McDiarmid. The idea was to travel over some of the improved or county roads and to compare these with certain township roads. The route was planned accordingly. The party first travelled north to Barrie, in Simcoe county. Both these counties have improved roads. There a detour was made southwest to Allliston, where the warden, Mr. Horrell, and some of his colleagues were met. The policy of the Simcoe council and their past experiences along road-making lines was explained. From Alliston the party travelled southwest to Orangeville, in Dufferin county, and from Orangeville. This was the first county road inspected. Dufferin county has not yet taken advantage of the proffered government aid. Immediately Orangeville was passed the roads improved and continued good all through Wentworth and Waterloo counties.

At Guelph the warden Mr. Dickson, and other officials were met in the evening. The next morning the party proceeded via Puslinch, Galt, Kitchener and Shakespeare into Oxford county. At Woodstock a pause was made for lunch, and later the warden of Oxford county met the visitors. From Woodstock the route continued through Brantford and stopped at Hamilton. In the evening, after dinner, the party returned over the Toronto-Hamilton highway to Toronto. On this tour good and bad roads were seen. The weather was rainy, and thus conditions were ideal for measuring the various types of road, and the efficiency of the improved roads was fully demonstrated. Outside of Dufferin county, the town roads, without exception, were the worst we came in contact with. The heavy rain did not have any effect on the improved county roads, but it converted the mud township roads into veritable bogs.

Objects of the Inspection.

Briefly, the object of the inspection was to (1) compare county and township roads; (2) to study the different types of road, also the bridges and culverts; (3) to find the condition of repair and maintenance cost; (4) to meet the county road officials and confer with them on various problems; (5) to note the type of country and its agricultural possibilities.

The county roads, without exception, were good. Those that had been taken over some time ago were better than some of those taken over recently. Many counties took over some stretches of road last year. These have not been improved much due to unsatisfactory labor conditions. The township roads and the small town roads were in a poor state of repair. In ordinary dry weather the township roads would be quite passable, but heavy rains before and during our trip left them in poor shape. Continued heavy rainfall is the acid test of a good road. The township roads are, however, being improved. The township councillors are imitating the county councils and spreading a good deal of gravel in their repair work, and also building more concrete culverts. Statute labor is not satisfactory. It will likely be discarded in the near future.

Types of Road.

The type of road varied according to locality. Out of Toronto, going north, a tar-macadam road has been constructed at a cost of $6,700 a mile. The cost of upkeep is about $100 per mile per year. This is a very good road. The tar is used to fill the voids instead of fine gravel and stone. Thus it cannot be blown out by heavy traffic. Some broken stone road was encountered on the trip, mostly on township roads. It is a step in advance over the mud road. For farm traffic it is good. It is, however, pretty hard on automobiles, many of which are now owned by farmers. Gravel roads seem to be the most popular, when underlaid with a good bed. One very good gravel road, from Tavistock to Woodstock, was in a fine state of repair after ten years' service. The cost of upkeep was very low. Gravel roads cost from $2,500 to $3,500 a mile. They are serviceable, easy to keep up, and the material, in many sections, is easily obtainable.

The concrete road was investigated. Unquestionably it was the best road passed over in the whole tour. The Toronto-Hamilton Highway is a good example of this type. First cost for concrete is very high, and it is doubtful if many miles of it will be constructed in the interior. Heavy traffic and frost will crack it, and after a few years of service the upkeep will be high.

One very desirable thing I noticed was the large number of permanent bridges and culverts that have been erected in counties that have taken advantage of the government aid. Steel-framed bridges with reinforced concrete floors were very prevalent in Simcoe, Wellington, Waterloo and other counties. This permanency cannot be too strongly commended. Concrete is displacing steel wherever it can possibly be used. The narrower creeks are being spanned by all-concrete bridges.

Maintenance and Repair.

The county councils are spending most of their money on maintenance rather than construction. All of the improved roads were well cared for, considering the scarcity of labor. The split-log drag is used to good advantage in many sections. One problem

(Continued on page 20.)