

Farm Miscellany

THRESHING MACHINES

Editor, Guide—My experience with company threshing machines is the worst I have ever had as regards going in company with others, and all the company machines around here are nearly as bad as our own, never agreeing when any little thing goes wrong, and finally some drop out of the company with the loss of property or pay down a lump sum to get clear of the company, like I had to do myself. I was truly pleased to get out with having to pay \$200 down to get clear, and the many threshing companies I know of around here are nearly as bad. Some, I hear, have lost their land and others have lost a great deal more than I did. I have not known a threshing machine to pay when run in company, as everyone wants to have his own way, and two horses on one machine will never work. My advice is, if one must have a machine let him get one himself and then there will be only one boss. A neighbor of mine purchased a machine and he is doing well, though others said he was mad to take a machine by himself. It is all right if two or three good men get together. I believe then there would be money in it, but if two or three crooked ones get together there is going to be loss.

J. CHAMPION.

Waldron, Sask.

Note—No doubt there is a great deal of truth in what Mr. Champion says regarding company threshing machines, but the article which appeared in The Guide some time ago which Mr. Champion has reference to, advocated two or three farmers getting a small machine to do simply their own threshing so that the wheat could be quickly threshed out as soon as it was fit to thresh, and in this way a better sample would be obtained and chances of higher prices would be better, and the fall plowing could be started earlier than usual than when the farmers, each and all, waited for one machine in the district to thresh the grain. Say there is a district of twelve farmers. Let three farmers club together and purchase a small machine. This would mean four machines in the district and each company would simply thresh their own grain and then use the engine during the winter for chopping, cutting wood

or plowing in summer. The machines need not be large nor expensive and would last three farmers many years, and the combined labor of the three that took to harvest the crop would be sufficient to run the machine.

The Guide invited farmers to give their views on this subject and would be pleased to hear further discussion on the matter.

MOTOR CARS FOR FARMERS

Writing in "Motor", Messrs. Allen and Graham undertake to tell farmers why they should own motor cars. They should have them not only for their own good, but for the good of the country at large, and especially for promoting good roads and for the effect they will have on the nation's prosperity. The writers prepared the article for reading before the National Grange, by whom it will have extensive circulation among farmers. They believe that the car will perform an important service in rehabilitating farm life and in checking migration to cities. He quotes an estimate of the number of automobiles now owned by farmers as 76,000. In Iowa the farmers own 5,000 of the 10,000 owned by all persons in that state.

The farmer has some distinct advantages over the town man in owning a car. He is a man experienced in the use of machinery and hence not only needs no chauffeur, but can make the ordinary repairs himself. He can use his car in other ways than for transportation. It may become to him a portable power plant, being as it is a 10, 20 or 40-horse-power engine on wheels. With it he can saw wood, chop feed, pump water, or shell corn. While his horse works in the field, the car can run to town with the milk or to the mill for flour. The cost of hauling a ton with horses in rural districts is about 25 cents per mile, but the cost by motor-wagon has been figured as low as three cents—a reduction which ought ultimately to mean a reduction in the cost of living. Other benefits to the farmer from the car are specified as follows:

"Perhaps the most important would be the resulting change in the social character of country life. Man is a social being. His nature demands change of scene and companionship, new experiences and recreation. The ban of farm life hitherto has been its isolation and hence its narrowness, and while good roads undoubtedly can do much to remove this curse, the automobile can do more.

"Now the automobile creates in this respect a new condition. It puts farm life on a new plane. Machinery does not tire. However hard a motor car may have been used during the daytime, it is always at hand in the evening to take the farmer and his family to a reunion, a show, a friend's house, a Grange meeting, a party, a concert, a lecture, or what not. On Sundays and holidays long trips up to 100 miles can be comfortably made, and every day it puts within the reach of the farmers' children educational facilities equal to those of the largest cities. The day of the country cross-roads school-house has gone. This is the era of large central schools, built and equipped at an expense of thousands of dollars, and only the automobile can render such schools easy of access to the scattered farms.

"There is a growing feeling that farming properly conducted on scientific lines affords a future to fit the ambition of even the most strenuous. The narrow social and domestic life of the country is the only thing that prevents thousands of young men seizing the best opportunity open to them. Abolish these drawbacks by the aid of good roads and the motor car, and the decentralization of the crowded urban populations will inevitably follow. No sensible young man will, other things being equal, prefer an employee's position at a limited salary, with the cost of living rising all the while, to independence and possible wealth. All he asks is not to be compelled to sacrifice his legitimate craving for companionship and recreation. And where the young blood leads the rank and file will follow.

SHEEP AND THEIR TEETH

Prof. Gaumnitz, of the Division of Animal Husbandry, at University Farm, St. Paul, says that fine wool sheep live

longer than medium or coarse wool sheep. The former have been used successfully as breeders from one to eight years, and the latter from one to six, and more rarely seven years. This indicated the extreme period of usefulness in a flock. The prime of life probably extends from one to five or six years.

The lamb has a short and small head as opposed to the head of the matured sheep. Its teeth are smaller in every way. They are usually smooth and white as opposed to a more corrugated, darkened surface in the old sheep. The age of sheep is told by the four pair of incisors which are found only on the lower front jaw. These are all present by the time the lamb is six weeks old.

In the yearling the central pair of small incisor teeth are replaced with a large pair when the lamb is ten to fourteen months old. They are almost twice as wide and much longer than those at either side.

At the age of two years the animal gets a second pair of large teeth. At three years it gets a third pair of large teeth. It would then have three pairs of large teeth and one pair of small or lamb teeth.

The four-year-old has a full mouth of four pairs of large teeth. The outer ones are never as large as those in the center. After the sheep is four years old it is difficult to tell the exact age. With age the teeth usually grow longer and narrower. They begin at six years to resemble shoe pegs. Sheep that are living on short pasturage and get sand with their grass wear their teeth short, even in old age. This is unusual in Minnesota. When sheep get long, peg-like, or broken teeth, it is time to dispose of them.



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GEOLOGICAL PARTY WRECKED

Gimli, Man., Jan. 11.—Word has reached here by the first south-bound mail this winter from Fort Churchill to the effect that the schooner *Jeanie*, with a party of fifteen geological surveyors on board, was wrecked on September 9 in a fierce gale, near Wager inlet, Hudson Bay. The party, for which grave fears had been entertained for several months, all reached Fort Churchill safely about December 1, and are now on their way to Gimli, using what dog-trains they could secure to haul the provisions and outfits. The party is making the 1,000 mile trip overland on foot, and is expected here in the course of a week. J. M. Macoun is in charge of the party.

TO FORTIFY CANAL

Washington, D. C., Jan. 12.—President Taft to-day sent to congress a special message urging the fortification of Panama canal and recommending that an appropriation of \$5,000,000 for the initiation of the work on the proposed defences be made during the present session of congress.

The Famous "Prairie State" Incubator

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As the largest egg and poultry house in Canada, we have been trying for years to interest Canadians in "More and better eggs and poultry". The demand for poultry products is growing fast—prices are high—but the supply is not increasing. Why?

Chiefly because, as a thorough investigation shows, Canadian farmers lack the facilities for producing eggs and poultry on a really profitable scale.

To be able to market eggs and poultry in the "off seasons", when highest prices prevail, you must be able to hatch as many healthy chicks as you want, when you want them, and to do this you must have a thoroughly reliable incubator. We found no incubator made here capable of meeting this demand.

We decided, therefore as the first step in helping to make Canada's poultry production what it ought to be, to find, or if necessary, invent, an incubator that would make good every time—to manufacture it in Canada—and to sell it at the lowest possible price.

A searching and unbiased investigation of every incubator on the market convinced us that the "Prairie State" is the only incubator whose principle is correct—whose workmanship is honest throughout—whose results have been proven, thousands of times, by experts and novices, under favorable and unfavorable conditions, invariably better than any other incubator can produce.

We found more "Prairie State" incubators in use among really successful Canadian poultrymen than all other makes combined. The "Prairie State" has received 326 awards for efficiency in competition with the best of the other incubators in America, and for more than a quarter of a century its popularity has been steadily growing among poultrymen who know.

These facts satisfied us that the "Prairie State" is the incubator Canadian poultry raisers need—the incubator which we could safely endorse, make and sell. So we have made arrangements to manufacture the "Prairie State" in Canada, in our new factory at Ste. Therese, Quebec—the finest wood-working factory in the Dominion.

Our reputation for nearly 40 years of square dealing is behind our positive claim that the "Prairie State" is the best incubator on the market to-day, bar none. It hatches more strong, healthy chicks than any other incubator because—

1. It gives the correct natural heat at both top and bottom of every egg in every part of the tray, regulated to a fraction of a degree.
2. Its sand tray, beneath the egg tray, gives an absolutely even and easily regulated supply of moisture to every egg.
3. It gives a steady, even, supply of pure, fresh air, free from any trace of lamp fumes, with no draft on the eggs.
4. It works satisfactorily under practically any and all conditions.

Let us repeat that every incubator we manufacture is honestly made throughout. The machine we send you will be the same in every detail as the "Prairie State" incubators which have won prizes at every important Exhibition, and which hatch the great majority of chicks raised at every Agricultural College in Canada.

For fuller particulars read our advertisements which will appear in later issues of this paper, or better still, write now for our Catalogue. It's full of reliable, practical information for everyone interested in poultry and contains the results of actual tests made by poultry raisers throughout Canada and the United States. Just fill in the coupon and mail it—the Catalogue will be sent you promptly—free.

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