

our superiors in dairying and scientific farming. We have sent representatives there for the purpose of learning from them. These countries have small—some very small—farms, which carry a heavy stock; the milk production of even their ordinary cows is wonderful, and when these cows are not in their stables, they are tethered by a few feet of rope in the pasture, and yet do well.

As long as men differ in ability, we'll have farms of different sizes and farmed in different ways. We may always need some large farms, but we can be sure that we need very many more small ones. They would be gladly taken up by industrious and intelligent immigrants, who are striving as earnestly as ever our grandfathers did to gain a foothold in Canada. Would our young people be so anxious to go to the cities and out West if they knew what comfortable homes and good incomes can be made on small farms?

From far and near, over the broad, fertile acres of sun-flooded Ontario, we have ever with us the anxious cry, "Where shall we get our help, and what will we do with our land?"

Huron Co., Ont.

A. C. McMORDIE.

Good Roads Deputation.

Ottawa was invaded on Thursday, February 8th, by over 300 delegates, appointed by county councils, boards of trade, the Ontario Good Roads Association, and other bodies, to place before the Federal Government the views of Ontario, with respect to Federal aid for highway improvement.

Immediately upon reaching Ottawa on Thursday morning, by special train, the delegates proceeded to the city hall for the purpose of organization. At this preliminary conference, the following resolutions were unanimously adopted:

1. That we approve of the idea of Federal aid for highway improvement.

2. That the Federal Government be requested to set apart the sum of fifty millions of dollars to assist in the improvement of the highways in Canada.

3. That we are in favor of the establishment of a Canadian Bureau of Highways along the lines of the Office of Public Roads, in connection with the United States Department of Agriculture.

4. That the President of the Ontario Good Roads Association designate speakers to present the views of this meeting, when we wait upon Mr. Borden and the members of his Government.

The delegates then proceeded to the Parliament Buildings, where they crowded the Commons Chamber. They were received by the Right Hon. R. L. Borden, and Hon. Messrs. T. W. Crothers, Frank Cochrane, Martin Burrell, and Colonel Sam Hughes. Richard Blain, M. P. for Pell, introduced the delegation. Mr. Blain laid stress upon the fact that Mr. Borden was the first Premier of Canada to make good roads a part of his policy. There were two classes of the public who used the roads, farmers, with their wives, and automobilists. The deputation sought such improvements in the highways as would give farmers and their wives and daughters safety in the middle of the road.

Major T. L. Kennedy, of Dixie, President of the Good Roads Association, the first speaker among the delegates, told the Government that Ontario had 50,000 miles of good roads toward the construction of which the Province had contributed \$100,000. The farmers of the Province spent \$3,000,000 yearly on their roads, and yet could not keep them in proper shape to take care of the traffic.

C. J. Foy, of Lanark, declared that Ontario had passed the experimental stage. The appropriation made by the Provincial Government had been expended. Mr. Foy said that a mistake had been made in trying to look after too many roads with the money in hand. The principal problem was that of maintenance. Better roads would mean more valuable farms, and in this way the country would benefit.

Anthony M. Rankin, M. P. P. for Frontenac, suggested that the Federal Government contribute 50 per cent. of the cost of road construction and 50 per cent. of the cost of maintenance. He argued that, as Ontario contributed 40 per cent. of the Dominion revenue, this Province should share proportionately in the road subsidy.

W. G. Tretheway, of Toronto, spoke for the United Boards of Trade, and gave the Government an account of what Toronto had done. Toronto, he said, was the first Canadian city to realize that a city's highway interests extended beyond the limits of the municipality. The resources of a country were useless if there were no means of transporting them. The highways in the neighborhood of cities and in congested districts should be provided for, before any attempt was made to build a transcontinental highway, to be used by a few for a few months in the year. The Government grant should be used in the development of roads used by all vehicles, or plans approved by the Central and Provincial Governments, and such grants should be made on a basis of population.

Controller H. C. Hocken, of Toronto, said that

hitherto the Dominion Government had subsidized railroads, but had overlooked the King's highway. He suggested a substantial grant for the construction and maintenance of trunk lines, from which would radiate lines to be maintained by local grants. Good roads would enable the farmer to bring his food products to the city at perhaps lower prices, and would help to eliminate the middleman by bringing the producer and consumer closer together. "In Toronto," said Mr. Hocken, "we are not asking the Government to do more than we have done ourselves."

This concluded the list of speakers on behalf of the Ontario Good Roads Association, and these were followed by Main Johnson, for the Ontario Motor League, and G. A. Simard, of Montreal. Mr. Simard proposed a national commission to lay out, operate and maintain a transcontinental highway, which would be a great school of road-making. Good roads would make life on the farm more attractive. The Province of Quebec was borrowing ten millions to be spent on good roads, and a law would be passed this session providing for the use of this money and the establishment of a sinking fund. The Government would deal with the counties on a two-per-cent. basis.

Right Hon. Mr. Borden, after expressing his pleasure at hearing the views of the delegation, said that the provision of roads was primarily committed to the jurisdiction of the Provinces. The present Federal Government had, however, taken a great interest in the subject of roads, and had adopted a policy which, to a certain extent, touched a matter of Provincial concern. It had felt that, without good roads, the country's transportation system could not be complete, and that the highways of Canada were not as good as might be expected at the present stage of the development of the Dominion. The Minister of Canals had introduced a bill, and the Government proposed, in the supplementary estimates, to provide grants to the Provinces for road improvements.

It would seem doubtful, the Prime Minister continued, if the Federal Government could enter upon a scheme to maintain, as well as construct, Provincial roads. That would be going, perhaps, a little further than was contemplated by the British North America Act. The Government had not decided precisely in what manner its grants to the Provinces were to be expended. It was at present inclined to work out its policy by co-operation between the Federal Government and the Governments of the nine Provinces.

Mr. Borden's statement was heartily applauded by the delegation, and the trend of his remarks was such as to give encouragement that a plan would be decided upon at an early date whereby substantial assistance will be given to highway improvement in each of the Provinces.

It appeared to be felt by the delegation that any assistance given should be sufficiently comprehensive to carry main roads into and through each of the counties, and that these roads should be so linked up that, while serving the purpose of main roads, they would also be the most important roads for travel in the districts through which they pass. Such a plan of co-operation, in addition to county expenditure under the Provincial Highway Act, and added to the activity of township councils, should in a period of ten years result in a magnificent system of good roads, serving all parts of the Province.

Municipal Reform.

Editor "The Farmer's Advocate":

R. H. Harding's letter, in the Jan. 18th issue of "The Farmer's Advocate," touching upon municipal reform, gets at the roots of the matter in advocating some method of improving the modus operandi of many of our rural council boards, particularly his objection to the present or prevailing system of electing councillors from the more densely settled portions of the township. His advocacy of the ward system seems to our mind the most reasonable and at the same time the most economical practice. In this township, Oro, Simcoe, for instance, with a total area of less than 140 square miles, one corner, the northeast, has a block eight miles square, or 64 square miles, well-nigh one-half the total area, without one representative of the council board, reeve or deputy, leaving four out of seven polling subdivisions unrepresented, while the outer fringe on the west and south contain the whole council board, which is more or less of a lordship, and withal expensive, as the nearest member would have to drive ten or thirteen miles to inspect a small lot on the public highway. Speaking of highways, Mr. Harding brings up still one more feature rendering immediate extrication from the old rut. I feel that the practice of the annual appointment of road gatherers is a most wasteful method of procuring work. Tom, Dick and Harry, the other day, Jenkins and Jelleby, to-day, and only one year of service. Six separate different men, as regards road repairs, six different methods of doing it, but all agreed in one thing, to get rid of the job as easily as possible, to get the work off their hands and pass it on to the next and perhaps less capable. To our mind, Mr. Editor, the most capable of the six, be it Jones or Jelleby, should be appointed for a five-year term, at least, and would then have ample opportunity to aim at a certain line of improvement covering his whole term of office. And with this goal in view he would be at no loss to appropriate the help he is given, to oversee all of which is out of the question where a different boss rules the roost every succeeding year. And to implement such reform there would be valuable time saved at council appointing road overseers annually, as is the practice at the present time.

And now, with regard to the present system of gathering taxes, or, rather, the present time of gathering taxes in November, or at a time when numerous other obligations, such as machinery notes, tradesmen's accounts, etc., mature, necessitating an unprofitable glut upon the market of all manner of produce, the greater portion of which would be better left at home for the time being, at least, or until market conditions were more buoyant. Of course, where there is a fat bank account, such conditions are immaterial, but many, and perhaps the majority, of farmers, do not enjoy that panacea, and to such the liquidation of their bank account would be more convenient during February or March. But we are told, "Oh, the county and school levy must be adjusted in December!" All very well, but if our counties would let up on the "rob Peter, pay Paul" principle, and spend the money judiciously after, instead of before, it becomes a claim, or adopt the practice of living within their means, there would be less hardship on that score.

Simcoe Co., Ont. W. FORRESTER.

THE DAIRY

Creamery Waste Reduces Overrun

Editor "The Farmer's Advocate":

In your issue of February 8th, I notice a communication from one Jos. Seens, asking some questions that are vital to us as farmers, when profits have to be reckoned on the right-hand side of the decimal point.

In your deductions, relating to the second question, by which you show the low overrun, you approach the canker-spot which needs healing—delicate to approach, on the supposition that all men are just and honorable, but which sooner or later must be attended to, drastic though the remedy may be.

I will simply relate two or three incidents that have come under my observation, and which I think get at the bottom of the matter, and should open up the eyes of patrons to the fact that figures of themselves don't lie, and when the overrun shows too low, something is wrong, and the manager of the factory should be called on to account for same.

Last summer I had occasion to visit a creamery in Northern Vermont—a model little factory it is, too. While watching operations, weighing, sampling and emptying the cans into the strainer tank, from which a pump was lifting it to the large vats above, the elbow in the pipe gave out, and the concrete floor was deluged by several gallons of cream. The hose was turned on, and all signs of it instantly obliterated; another turn or two was taken in the towel which was bound round the pipe, which, by the way, showed this was not the first experience, and things went on as usual. A little later, while watching the testing, I asked the manager if company bought the cream from the farmers or manufactured it for them. He replied that they did the latter. I also noticed several other little waste items, such as butter left sticking to churn worker and tables—small, it is true, beside the day's output, but many times more than many a family who buy their goods have to put up with daily.

Another day I ran across a spot where one of the factory teams had dropped off a can of cream. I am afraid in this case it came nearer home. Of course, the patron got his full weight. But who lost it? Was it accounted for in the low overrun?

At another time I was in a skimming station. The patrons were coming in very slowly with their milk, and the manager was running his engine so slow that it finally stopped. Will anyone who knows tell me he was getting all the cream?

And lastly comes the test. We know that sulphuric acid, poured directly into the milk or cream, or just the least little bit too much, burns the milk and sours it. I have seen no less than three such batches come out of a batch of some 28 or 30 gallons. More guesswork of the operator. Would he have been the wiser had I or someone else tested a batch of cream half water?

It is a matter calling for careful attention and should be given by all concerned.

E. C. BARNETT.