

farmers here in Manitoba cannot produce enough to supply the demand. It is money lost to them and this province. The prices for pork and poultry are always good. There is much grain sold for less than the returns it would bring if fed to stock, besides, when fed to stock we would retain the fertility of the soil.

CARING FOR THE COWS

Milk cows should be fed liberally because 60 per cent. of what a cow eats goes to sustain herself, and he who would withhold the other 40 per cent. would be foolish. For the roughage, feed clover hay, good, clean, prairie hay, corn fodder, corn silage, and perhaps a small quantity of good, clean oat or barley straw. For roots feed mangels and sugar beets. These feeds are available in Manitoba and as a rule are reasonable in price. For concentrates or grain ration, bran, shorts, oat chop, barley chop and frozen wheat chop may be fed. The quantity to be fed depends on the amount of milk a cow is giving and her capacity for roughage. A cow should be fed all she will clean up nicely. If feeding roots, from 20 to 35 lbs.; silage, from 25 to 40 lbs. and one pound of grain to every four or five pounds of milk she gives. The feed should be salted regularly or the cow should have it become her at all times, as salt is a good salt, promotes health, and creates a good appetite. Cows require plenty of good, pure, clean water to drink and should not be allowed to drink out of sloughs, etc. In the winter, they should have water with the chill taken off it.

The stabling should be, above all, well ventilated and have plenty of light. Stables should be so constructed that they can be kept clean easily and so the cows can be kept clean also. In fact, it should be built in such a manner that it will be both a pleasure and an encouragement to work in it. If these facts are followed, dairying, I am sure, is profitable, and the owners of dairy cows will do much towards the improvement of the present existing conditions.

How many farmers ever think of watering their horses before feeding them in the morning? How much do they lose by not doing it? The horse comes from work at night, gets a drink, then is fed moist dry grain, eats hay part of the night, and in the morning another dry feed, and by this time is very dry himself, so when he reaches the water he fills his stomach so full that undigested food is forced out of the stomach and is a drainage rather than a benefit to the horse. Try watering your horses before feeding in the morning, thus slaking their thirst and at the same time washing their stomachs ready to receive the morning feed; when being properly moistened with saliva it will remain until thoroughly digested.

Weeds rob the soil of moisture. The amount of water that must be taken up by the roots of any plant and exhaled out into the air through the leaves is enormous. Experiments have shown that for most of the cultivated grasses from three to five hundred pounds of water must actually pass through the plants to produce a single pound of dry matter. In seasons of drought, when there is scarcely enough moisture to supply the cultivated crops, it is easy to understand the injury done by the presence of a large number of additional weedy plants. This is doubtless the most important of the weed injuries, for it must not be forgotten that the moisture in the soil is the all important thing. Ask the average farmer why he cultivates his corn, and he will say, "To kill the weeds," when, as a matter of fact, it is, or should be, for the purpose of conserving the moisture in the soil. The weeds are killed purely as an incidental matter. A perfectly clean cornfield needs cultivation as badly as a weedy one.—Vernon H. Davis, Ohio State University.

WHERE RURAL DELIVERY SAVES \$100 A YEAR

The Eighteenth of a Series of Articles Written by an Editorial Representative of this Paper, who Recently Visited the United States, with the Object of Studying the Free Rural Mail Delivery System.

"Rural Delivery saves us at least \$100.00 a year," said Mrs. J. R. Adams, of Huntingdon Valley, Pennsylvania, to me when I called at her home. "Even if it does increase our taxes it is a splendid thing for the farmers. My husband makes a specialty of raising ducks for the Philadelphia market.

Before we got Free Rural Delivery we used to get our mail from the Huntingdon Valley post office two and a quarter miles away. A young man, who stayed at a neighbors, used to bring us our mail at night. We had to go to our neighbors, about a quarter of a mile from here, to get it. If it happened to be raining we would not go and then we did not receive our mail until the following day. We paid another boy 50 cents a year to bring us a daily paper from Somerton. Now we get our mail delivered at our door every morning. It is fortunate for us that we do, as the young man who used to bring us the mail has moved away and we would have to go or send for it ourselves or do without it if it was not for free rural delivery.

"We market an average of 500 lbs. of ducks a week during nine months in the year. When Jewish holidays come they influence the market greatly. The dealer in Philadelphia, to whom we ship our ducks, keeps track of these holidays and writes us in regard to them. Sometimes he used to write and ask us to have a lot of ducks at his place by a certain time. It frequently happened that we did not get his letters until the day that the ducks should have been in Philadelphia. As a result, we often lost two or three cents a pound on 500 or 800 lbs. of live ducks. This meant a considerable loss to us. When we save only two cents a pound on 500 lbs. it is equal to \$10.00. Now that we have free rural delivery we get our mail promptly every morning. The dealer can write us at night in Philadelphia and we will have his letter the following morning. This means that we will easily save \$200 a year as a result of having our mail delivered promptly. That is why I believe that even if rural delivery does increase our taxes it is a fine thing for the farmers.

"At one time we thought of having a telephone put in, now we do not expect to need it. We are so pleased with the service that we are shaking with fear at the thought that our route, which is only a new one, may not be sufficiently patronized and thus may be discontinued. For that reason we are buying all the stamps and money orders, from our mail carrier, that we possibly can. The first mail we received through the rural delivery mail carrier brought us 22 letters. A number of our friends had heard that we were going to get rural delivery and had written to congratulate us.

KEEPS THE ROADS OPEN

"One reason why I wanted rural delivery," said C. H. Drummum, of Huntingdon Valley, "was because I knew that if we got it our road in winter would be kept open, even in stormy weather. Thus we would always have a clear road, as the mail roads are always broken first.

"The route in this section was started by the post master at Huntingdon Valley, who wanted to increase his trade. He went around with the carrier and explained to the people that it would not cost them any more to have their mail delivered by the rural carrier than it would have a box at the post office. Some of those who refused to take the service at first have since given orders for rural delivery boxes. Our carrier has a route 26 miles long with 80 boxes.

He expects to have a considerable number of additional boxes before long."

TWO NICE FEATURES

As I walked down the roads, stopping at the different farm houses, two things impressed me most favorably. One was that the farmers, who had rural delivery boxes in front of their houses, nearly all had their names painted on their boxes. As these boxes were on the side of the road it was possible for a stranger to tell who lived in each house.

The second point was that at the various cross-roads there were signs indicating the way to the various post offices in the district and mentioning the number of miles to each. Thus, strangers could tell where they were without having to drive into the farm houses to ask for information. I was informed that some states have laws making it compulsory for the township councils to erect signs of this nature at every cross-road.

Noticing that there was no rural delivery box in front of one fine farm house that I passed I asked a boy who was working in the field what



Meeting the Mail Carrier

In the early days of the Rural Delivery System in the United States, the carriers were permitted to dismount from their vehicles. The illustration shows a farmer in Carroll County, Maryland, crossing a road to meet the mail carrier. Of late years the carriers have not been allowed to dismount. Mail boxes must be beside the road where the carrier can reach them from his rig.

the reason was. He replied 'Oh, we do not bother with it as we have to go into town every morning with our milk and we get our mail then.'

"We used to have to go three quarters of a mile for our mail," said Mr. Poiron, of Huntingdon Valley, "and as a result we went for it about only three times a week. Now the rural delivery drops the mails in our box every morning and we have to go only 15 feet to get it."

HOW THE ROUTE WAS STARTED

The manner in which this route came to be started was described by Mr. Andrew Ervin, the post master at Huntingdon Valley, a general store keeper. "I knew," said Mr. Ervin, "that a rural route would be established in this section soon and I felt that it had better start from our post office than from some other, as if the route started from another local office it might take a lot of my trade.

"I first saw our Congressman and through him secured an application form from the Post Office Department petitioning for the establishment of