

in the subsidiary organizations, where, with our present knowledge of handling fruit on a large scale, the problem cannot be solved. If pooling is wrong from the viewpoint of the subsidiary companies, it is also wrong from the viewpoint of the individual growers who must combine their crops at the headquarters of their own little concern. There is just as much difference in the quality of the crops of the growers themselves as there would be in the packs of the several local companies. A new shipping company has grown up which recognizes each local association, that sells through it, as a unit unto itself. While the evils of the pooling system are partially overcome in this way, they are not obliterated. The growers in the small centres still pool their fruit.

The success of such an enterprise as the United Fruit Company depends very considerably upon the manager and his staff. In the initial stages a gentleman was employed as manager, who had grown up with the apple business and was acquainted with every phase of the work, both growing and marketing. The United Fruit Company made a move in the beginning that co-operative associations too seldom do; they engaged a man who had made a success of his own business and was still young and aggressive enough to make a success of a business for someone else. Regarding his services and the returns he brought to the growers there was little complaint, but a feeling developed that he was not devoting all his time to the company and in the natural course of events another took command. The present Manager has been connected with the Central Company since its inception. He has been a successful business man and public servant but he has no easy master to serve. The public demand a "strict accountability" and any move to exploit new markets or develop old ones must bring results, for the growers always disregard the motive and consider the deed.

It is with regard to expenditures that the people are most exacting. They feel that more salaried men than are necessary are employed to conduct the business.

Another complaint made is that the settlements are too much belated. Sometimes the final statements are not issued till June, and, while the growers can obtain advances of money, they prefer early settlements so they will, to use their own expression, "know where they're at."

These are a few items which are causing trouble for the United Fruit Companies of Nova Scotia, Ltd.

Cause and Effect.

There was need of a strong co-operative company in the Annapolis Valley and it was brought into being. While all the growers have not thrown in their lot with the enterprise, there are very few who have not been benefited by its existence. In fact, those who have remained independent have perhaps profited more than the members themselves, for the Company not only had to meet all legitimate competition but they were obliged to face the obstacles and avoid the pitfalls laid by the interests which were growing rich out of their dealings with the Valley growers. This opposition could not but influence the prices returned by the Central and subsidiary companies. Furthermore they sent representatives abroad to exploit new markets and develop those to which the Valley had been catering for years. This of course was charged up to the members, while it was of almost equal value to those who still remained outside. The independent growers were paid good prices for their apples at the shipping points, and members of the Company did not fail to hear about it. When an exceptionally good account of sales is received by a non-member it is heralded about, but there is never any mention made regarding the average returns and how they compare with the receipts of the co-operative man.

Such a body of men, who represent upwards of fifty per cent. of the growers, have some weight when they enter a protest or prefer a claim. The Company have been instrumental in bringing about reforms which have been good not only for their members but for the growers and shippers at large.

Instances could be cited where the Central body having command of a large quantity of fruit, has relieved congestion by diverting their shipments. While this works to the advantage of the member, the independent grower also profits by the relieved condition of affairs.

The prices received by those who have not joined themselves with this Company are competitive prices, which would not have accrued were there no organized body conducting business there.

Regarding salaries, members should take into consideration the value of men who can conduct the business and bring them results. Any private enterprise would not hesitate to pay double the amount paid by the Company, if the business was prospering. The cost of handling each barrel of apples and the net returns for the same are the deciding factors in the matter.

While there may be disgruntled members and dissatisfied subsidiary companies that is not the fault of the system which has done so much for the Annapolis Valley growers. If there is anything wrong it is the duty of the members to make it right and still continue the business which means so much to them. He is a very narrow-minded grower who "knocks" the United Fruit Company, whether he be a member or not. Very few, if they actually spoke their mind, would like to see it go out of existence, and readers should not think for one minute that there is any danger of it doing so. The present Manager said only a short time ago that never in the history of the organization had it enjoyed such loyal and staunch support.

Automobiles, Farm Machinery and Farm Motors.

Preparing for Winter.

In another month or two a large percentage of cars that have been used exclusively for pleasure, will be stored away in buildings of some kind, sort or description. A small percentage find lodgement in city garages where they are always kept well heated and in excellent condition. A larger proportion, however, are put away in barns or other buildings on the property of the owners. If you intend to do any work upon your motor during the winter months, do not forget that there is a new disease called petromortis. This is caused by the injurious gases filling the air in any garage not properly ventilated. See to it that your storage facilities include windows or pipes that will provide definite quantities of fresh air at will.

Here is another cool weather suggestion. Of course you realize that freezing troubles must be forestalled. If you are going to use your car on the warmer days of winter and do not wish to be constantly draining the radiator you should remember that a small radiator requires two quarts of wood alcohol, or two and one-half quarts denatured alcohol, the medium-size radiator demands one gallon wood alcohol or five quarts denatured, and the large size five and a half quarts wood alcohol or seven quarts denatured. This mixture will keep radiators from freezing at zero. If a cold snap comes and there is danger of the mercury dropping to twenty degrees below, your radiator should have 3, 6, 9, quarts of wood alcohol or denatured alcohol for the small, medium and large sizes respectively. To prevent freezing at thirty-five and forty degrees below zero, the quantities must be increased to one gallon, two gallons, and eleven quarts. It would also be well to remember that wood alcohol is more effective than the denatured product under ordinary circumstances, but that at lower temperatures there is very little difference. In using an anti-freeze, first drain the entire cooling system and wash it out thoroughly with clean water. When you have added the proper amount of alcohol, fill the radiator to the usual level with clean water, then be sure to run the motor a few minutes in order that the solution may be properly mixed. The alcohol has a tendency to evaporate more or less rapidly, even in the coldest weather, and more must be added from time to time to keep the solution up to the strength desired. Perhaps a pint every fortnight will be sufficient, especially if when running the motor you do not allow the mixture to steam. Some people have secured very good results from adding three or four ounces of glycerine to the solution, and there can certainly be no harm in following such a course.

Most of the good motors are equipped with vacuum tank systems for drawing fuel to the carburetor, and after a season's running this very excellent device may require a certain amount of attention. There are dangers to be avoided,—the collection of sediment in the strainer at the top of the tank,—perhaps too, the cover has become slightly loose, admitting air, and the third cause for minor trouble may be the looseness of the connections on the suction pipe at the manifold end or where it joins the vacuum tank itself. Just to satisfy yourself that the vacuum system is in good running order, it might be well to give it an overhauling at your earliest convenience. If everything is found in satisfactory

condition, you have the joy of knowing that the season's work has been satisfactory and that your car, so far as its fuel transmission is concerned, is ready for another season's work.

The Gas Engine—the House-Wife's Helper.

Few practical farmers would listen to a salesman who offered them, at any price, a hand-power feed grinder. The same men will go to town, purchase a washing machine so large that it would almost stall a one-half horse-power engine to run it. Do they think where the power to run this machine is to come from? (True it is that some men run them, but not always). No, they take it for granted that it is so far ahead of the old method that the wife or hired girl should be satisfied to turn the crank, or work it back and forth in whatever the prescribed method may be.

The pumping of water for the stock in the barns has always been considered one of the most important uses to which a gas engine could be put. What about some labor-saving device that would pump water to the house? Then the vegetables could be easily washed by turning a faucet and letting the water do the work, the butter could be easily washed, the Blue Monday would be a thing of the past.

Electric light is another convenience which this source of power makes possible. These are some of the more common labor-saving devices, but let us look at some others that are possible.

Let any man watch a woman preparing a meal and he will see the energy she expends in doing countless little things which tire her more by their monotony than by actual work. A dish washing machine will relieve the house-wife of the most disagreeable of all tasks. Why should the country woman not have a vacuum cleaner? Without an engine a small shaft driven by hand could give power to a food chopper, knife cleaner, coffee grinder, etc., and do many other tasks in the kitchen.

The housewife will insist that the engine must be clean and easy to start. She does not want one that will spatter oil all over. Many reliable engines are on the market and do excellent work when used intelligently. Labor is scarce and often hard to get along with; herein lies a possible solution.

Many of our readers will say these ideas are just notions and sound very nice but are not practical. In the older-settled districts in this new country many are contemplating building large modern houses, while many have done so already, and this question should be given every consideration. It will pay the outlay many times if so much of the drudgery that rightly drives girls off the farm will be eliminated. Most men will gladly help to do their part if there is a demand for something like this, so be sure and let them know your wishes. Then we will be able (1) to do things we had not the time to do in the past; (2) to do work better than is possible by hand; (3) to find more time for the development of a higher tone of culture.

FARM BULLETIN.

Are We Patriotic Enough?

EDITOR "THE FARMER'S ADVOCATE":

One might scarcely think it necessary to ask "are we patriotic enough," in view of the fact that since the war began more than three hundred and fifty thousand men have answered the call of King and country, while something over eight million dollars have been raised for war purposes. Yet in spite of this notable record we are convinced that there is a lack of true patriotism among many Canadian citizens. It is well to remember that a very large percentage of those who have enlisted in this country are from the British Isles, and have only been in Canada for a few years or months. For two years now their names have been appearing in the Canadian casualty lists with the next of kin invariably found in Ireland, Scotland or England. Why, may we ask, have so many Britishers in Canada enlisted for overseas service? Is it not largely due to the fact that England has been attacked by the foe, and that they have loyally responded to the call to defend their native shores? It is only because the British navy intervened that our own shores were not invaded, while the supremacy of Britain and her Allies on land and sea is the only guarantee that we shall be left unmolested. Because of this it is just as much the duty of Canadians to enlist, even if the battle-ground be Europe, as for those of the Old Land who were here for so brief a time.

The writer was present at a meeting where presentations were made to the boys (nearly all English) who had enlisted for overseas service. No cheers greeted the names as they were read by the chairman, and no enthusiasm was shown or approval manifested by the audience as the chairman championed the cause of Britain and her Allies. In this stupendous struggle for the liberties of the human race every Canadian should be interested in helping to bring victory to the Allies, yet there are lots of people in Canada, both young and old, whose attitude is one of selfishness and indifference when it should be one of sacrifice and service. We are proud of the many who have answered the call and have given to a great cause the last full measure of devotion, yet we think, before this struggle ends there will be a demand for greater sacrifice than has yet been rendered. Kipling's lines hold good after two years of war:

"No easy hope or lies
Will lead us to the goal,
But iron sacrifice
Of body, mind and soul.

"For all we seek and are,
For all we love or hate,
Arise and face the war!
The Hun is at the gate."

There have been those who, like Count Tolstoi, held that patriotism was a curse and the cause of strife between nations, but the patriotism that he and others saw and condemned must have been of a jingo variety and not of the noble sort that Webster defines as that passion which aims to serve one's country.