

except the strange unwillingness of the farmers to further their own interests by growing the beets.

I must not further trespass on your space now, but, I shall be pleased to give further particulars in your columns should any of your readers desire it.

Toronto.

EX FARMER.

## Of Great Benefit to all Breeders

To the Editor of FARMING:

In reference to combination sales of pure-bred stock by public auction, I am strongly of the opinion that such sales, if properly conducted, will be of the greatest benefit to all breeders of all kinds of pure-bred live stock. We often see a small breeder, perhaps a beginner, who has a bull or two for sale, refrain from spending \$10 or \$20 in advertising and we often find that the animals remain on his hands until they have eaten their heads off. If this breeder could take them to a well advertised sale with the assurance that he could sell them at a fair price and have his money to bring home with him, he would feel encouraged, and perhaps go to some large breeder for another bull to propagate more of like kind; and his neighbors, seeing how well he had done, would wish to do likewise. Thus the good work would go on and on, and in a few years there would be an immense increase in the number of breeders of pure-bred stock of one kind or another.

I look upon the Hon. Mr. Fisher's proposition as the most progressive that has ever been offered to the farmers of this country. How farmers can grumble at the small sum of two thousand dollars being set aside for their special benefit I cannot understand. If a few promoters and politicians wait on a Government to get a grant to improve a harbor, build a dock or post-office, no one speaks a word in opposition—except politicians; but if any part or section of the farming community want even a very few dollars, comparatively speaking, the farmers themselves throughout the country are the first ones to hold up their hands in holy horror against it. The Government of the North-west Territories is doing a noble work for the people of that part of the country. If such sales as are proposed were established the people of the North-west Territories and also the Americans could and would attend, as they could get the animals they want without travelling over the country for weeks at great expense of time and money, often to be completely disappointed in the animals they see and have offered to them. By all means have these sales established; get all the money we can from the Government to help us—and ask for more—and then we shall not have too much. Under the management of Mr. F. W. Hodson success from the very commencement is assured.

WM. LINTON.

Aurora, Ont., March 5th, 1900.

## Plans For Farm Buildings

To the Editor of FARMING:

I would suggest for the future that every one wishing plans and specifications for buildings should give what particulars they can, to guide those wishing to assist them in their laudable endeavor.

In house-building it is absolutely necessary to know how many rooms are desired, for what purpose, about what size, how large a cellar, how many stairs, which way the house will face, upon what side it will be approached, of what material it will be built, and about how much money is to be expended. In barn building it is very necessary to state the size, how much and what kind of stock is to be housed; which way it will face; how supplied with water; how many sides can the basement be lighted from, and what sides can be utilized for ingress and egress. It is very desirable to drive in and out of basement, and in

large barns absolutely necessary to avoid the labor of cleaning after stock. It is also necessary to know if ensilage will be used.

A. G. ANDERSON.

Port Dover, Ont., March 1st, 1900.

## Mr. Stoneman's Barn Plan Suggestions in Regard To It. A New Litter Carrier

To the Editor of FARMING:

In recalling Mr. Stoneman's barn plan in FARMING of January 30th, I agree with Mr. M. E. Pollard in so far as he goes in having the cow's heads toward the feed rooms as he writes on page 675 in FARMING of February 20th. But in addition to this I would suggest that there be two windows for the ten calves and two for the root house instead of one as in diagram. There should also be a manger and sufficient feed passage for feeding the yearlings from the inside of the barn. Instead of stalls for the cattle that are to be tied, I greatly prefer the self-closing swing stanchions, with the exception of one stall for cows in time of calving. I am also much in favor of a litter carrier to aid in keeping the droppings away from behind the cows. To this litter carrier is fastened a car by means of a rope and windlass so as to lower and raise the carrier to the desired position; the car runs on a track which is fastened to the joists above, and over the passage behind the drop. In this way one is greatly assisted in removing the droppings from behind the cows. Where a person is situated so as to be able to draw the manure out on the land as it is made, the track is extended out of the barn (above the door passage) sufficiently to allow a wagon to pass between the barn and a post that supports the outer end of the track. The car is then run out and the manure dumped into the wagon and drawn away and spread on the land. When a person wishes to save the manure until spring and not draw it out on the land as it is made, a manure shed should be built large enough to hold it and the track is then extended along into the shed. When this is done the track should be supported from above. In case the shed is very large I use switch tracks to distribute the manure in different parts of the shed as it saves much time in handling.

From a reader of your valuable paper.

J. H. LENG.

Wayne, Mich., March, 2nd, 1900.

## Township and County Roads

To the Editor of FARMING:

In your issue of January the 23rd I noticed a letter from W.H.P., of Murray township, headed "Townships Should Control Roads," being a criticism of Hastings county roads.

Now, W.H.P. has the right to enjoy his opinion, but the ratepayers of Hastings county, after an experience of forty years, are satisfied that they have the best system of maintaining the leading roads through the county to be found in the province. We have in this county three hundred and seventy miles of roadway, under the supervision of our superintendent of roads and bridges. We spent, last year, \$10,500 as follows: On one thousand five hundred and fifty-five rods of ditching and grading, eighty-three culverts built new or repaired, four thousand two hundred and twenty cubic yards of broken stone, and twelve thousand two hundred and seventy cubic yards of hill gravel put on the roads.

Now, Mr. Editor, this has been done where it was most needed, in different places throughout ten townships. We try to have our leading roads good their whole length, regardless of township boundaries. If townships were caring for the roads they would repair them where it would do