

THE FARM BULLETIN.

Northern Ontario Development.

At a recent meeting in Toronto of the Associated Boards of Trade of Ontario, a resolution was adopted, "That, granting bonuses to manufacturers, except by way of fixed assessment or freedom from taxation, should be prohibited, and that a committee be appointed with a view to having an enactment of legislation."

The Provincial Government was heartily congratulated upon its decision to expend some \$5,000,000 in the development of Northern Ontario, and the resolution suggested the appointment of a commission, with one salaried resident commissioner, to investigate conditions and prepare a report for submission to the Government on:

1. The construction of adequate roads.
2. The clearing of land for prospective settlers.
3. The preparation of ready-made farms.
4. Government loans to settlers.
5. The classes and nationality of settlers which would be most attracted by the possibilities of the country and would produce the best results.
6. What townships should be opened for settlement, and in what order and manner as shall be most productive of immediate results.
7. The opening of offices and appointment of officers to assist the intending settler to secure and establish himself upon suitable land.
8. Rules and regulations as to settlement, duties and residence, and the appointment of resident commissioners to enforce the rules and regulations and to settle disputes.
9. The permitting of settlement duties to be performed by a locator who is not actually a resident settler.
10. The promotion, in an energetic manner, of the education of settlers by central agricultural farms, model farms in various settlements, lecture courses, and such other methods as are deemed expedient and advisable.
11. A publicity and advertising campaign to advertise New Ontario resources and promote settlement and such other matters as may be of importance in the settlement of this country. And this Board urges the Provincial Government to take action in this matter at the present session of the Legislature, not only upon business and economical grounds, but because the board earnestly believes that there are strong national grounds for the rapid population of this country with an English-speaking community, and the securing for settlers of a ready market for their pulpwood.

School Inspectors' Help.

Editor "The Farmer's Advocate":

In your comparison of the two methods of training rural-school teachers, you referred to the service of the school inspector, but you might have—and I think you should have—attached much more importance to it. Permit me to illustrate by my own experience. Before I went to the Toronto Normal School, I attended the Strathroy Model School, when the late Joseph Carson was inspector. He visited the school several times and saw our work, and gave us talks that were very helpful to young teachers, particularly to those who would start to teach in his own inspectorate. He learned from the teachers, and by his own observation what fitness each of us possessed for the different schools needing teachers. On getting a school, we consulted him about it, and in ever so many ways he helped us as wasn't done and couldn't be done in the Normal School. I suppose there are about 80 school inspectors in Ontario. If every one of these were helping the beginning teachers as our inspectors helped us, it would mean half as much as the Normal Schools are doing now. As you say, all that assistance is lost in the present system, and it could easily have been increased. I am sure that this one point was greatly in favor of the county Model Schools.

A FARMER'S WIFE.

More Land for the O. A. C.

In order to meet the increasing needs of the Ontario Agricultural College, Guelph, for experimental and demonstration work, the Government has purchased 150 acres of additional land, fifty acres being in the present College block lying north from the buildings, and one hundred acres across the side-road, adjoining the Prison Farm, and lying west of the present College premises toward the river. The live stock kept has been gradually increasing for some time, for class purposes, both for Long Course and Short Course students. This has necessitated growing more feed. On the other hand, the orchard and the garden have been extended. The experimental

plots now occupy nearly 70 acres. This narrows down the amount of land available for general-farming purposes and growing feed. It is desired, also, to plant out a new orchard, and to extend the experimental plots. What is not used for the purposes specified will be used for the production of feed and seed grain.

Eagle River Outlook Good.

One reads in various papers about the splendid farming and timber prospects of Northern Ontario, but there is another part of New Ontario that has been sadly neglected, and this is the Rainy River District, stretching from Dymont to Vermillion Bay, on the C. P. R. main line. The chief farming districts are Dryden, Oxdrift, Minnitaki, Eagle River, and Waldorf, the latter being a German settlement. This land, for mixed farming, cannot be beaten. The high land is a clay soil, which grows grain, potatoes and clover to perfection. One farmer in this district last year realized \$1,050 for clover seed from 15 acres. The low land is black muck, and very rich. This land has to be cleared before it can be plowed, but there are numbers of acres on every section which are easily cleared. Large quantities of cord-wood and ties are shipped to Winnipeg every winter, and this helps the settler very materially while he is clearing his land. There are two steam threshing outfits in this district, one at Eagle River, the other at Dryden. The winters are not as cold as on the prairies, and there are no heavy hail storms or blizzards. If the Government would take a little more interest in this district, and increase their road grants, which at present are very meagre, considering the enormous amount

Roads and Road Systems.

A meeting of about one hundred and fifty delegates of the Ontario Good Roads Association gathered in annual convention at Toronto last week to discuss and outline a policy for the ultimate improvement of public highways. It was pointed out by Major T. L. Kennedy, of Dixie, in his presidential address, that, of the total assessment in Ontario, one-half, or about \$500,000,000, was levied on cities alone, with only a few miles of roadway to maintain. The other half of the assessment is on towns, villages and country districts, which are compelled to provide the upkeep of over 50,000 miles of road. Mr. Kennedy was not in favor of a Federal highway or trunk line reaching the larger cities, but favored a Provincial system connecting larger towns.

Andrew Broder, M. P., thought that better roads would be a great help in keeping people on the farms, and believed that, while the Government had not spent an amount on public highways which, in proportion to their importance, they merited, as compared with the \$500,000,000 which had been spent on railroads, he felt more liberal Federal help would be forthcoming.

The Provincial Engineer of Highways, W. A. McLean, believed that, as nearly \$600,000,000 has already been spent by the Government in helping railways, some money should be spent in improving the public roads to link the railways and canal systems to the farm. He urged the abolition of statute labor, the levying of a rate for maintaining and building roads, the placing of responsibility on one overseer, a policy of permanent bridges and culverts, the completion of a definite amount of permanent road yearly, and the use of the split-log drag.

Several subjects were discussed, including the taxing of automobiles. The meeting concurred that high-power cars caused more damage than those of low power. It was first proposed to ask for a flat rate of 50 cents per horse-power per car on all motors, but, after considering the matter, this was thought to be unfair.

Wide tires for wagons was a subject also dealt with, and the discussion culminated in the passing of resolutions to the following effect, which will be presented to the Prime Minister:

That the Province of Ontario impose a tax on motor cars, the funds thus raised to be used for roads constructed preferably under the Highway Improvement Act, with the following schedule: Automobiles of 20 horse-power or under, 25 cents per h.-p. per year; on those from 20 to 30 h.-p., 50 cents; on those from 30 to 40 h.-p., 75 cents, and on those of 40 h.-p. and upwards, \$1 per horse-power per year.

That, after two years, the manufacture of wagons without wide tires be forbidden, and the use of such wagons on the roads be forbidden after seven years.

That the Association approves of the proposed loan of \$5,000,000 for Northern Ontario, and asks that a large portion of the money be spent in road improvement.

The Association also passed resolutions approving of the Highway Improvement Act and of Federal aid for highway improvement, and voted that the Federal Government be asked to set aside \$50,000,000 to assist in the betterment of Canada's highways.

Officers were elected as follows: Hon. President, A. M. Rankin, M. P., Collins' Bay; President, Major T. L. Kennedy, Dixie; Vice-President, N. Vermilyea; Hon. Secretary-Treasurer, Col. J. E. Farewell, K. C., Whitby; Secretary-Treasurer, Geo. S. Henry, Oriole. Executive Committee—J. A. Sanderson, C. R. Wheelock, S. L. Squire, Dr. Fairbanks, and K. W. McKay.

How Subscribers are Gained.

Forwarding the name of a new subscriber, a Nova Scotia reader explains that his neighbor is to build a large barn next summer, and is making his plans. "I lent him my 'Advocate,'" he says, "and he found so much of value on barn construction that he was easily persuaded that the paper is equally of value in all its departments."



A Maple Avenue.

A fine double driveway in Huron County, Ont.

of money taken from this district in mines and timber dues, this would soon be a rapidly growing and prosperous community. Close to the C. P. R. station at Eagle River, in the municipality of Machin, are three waterfalls, which are awaiting some enterprising firm to utilize their power. There is sufficient pulpwood on Eagle Lake and district to warrant the erection of a pulp and paper mill. The Dryden Timber and Power Co. are now erecting at Dryden a large pulp and paper mill. There are lumber and planing mills and brick works at Dryden; also a weekly newspaper. There are also schools throughout the farming districts. Farmers have a ready market for all they have to sell, and are forging ahead in spite of all drawbacks, and only need more new roads and advertising the advantages offered to settlers to make this one of the best mixed-farming districts in the country.

J. E. R.

Shady Road with Double Driveway.

Editor "The Farmer's Advocate":

I am sending you a picture post card of the road in front of our farm. This piece of road is considered by many to be the most beautiful, as well as one of the best-shaded pieces of road in this part of the country. You will notice in this picture two driveways, the gravel in the center, and the clay on the south side. This road runs direct east and west, and when looking at the picture you are looking west. The clay or southern driveway is used almost entirely during the hot weather, as it is shaded from the sun. The road is a part of the second concession of Turnberry, known as "Maple Avenue," Huron County.

Huron Co., Ont.

PETER McEWEN.