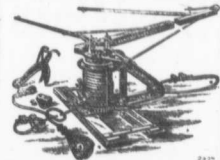


## STUMP, BUSH AND TREE PULLER



If you have land to clear, no matter where it is, with stumps, standing trees or small bush alders or willows, we have the machine and apparatus for doing the work, and we sell our machine on a guarantee that it will work faster, be easier and more convenient than any other machine on the market. It is also the only Malleable Iron Stump Machine made.

Do not fool away time and money with old dilapidated cast iron machines if you write for Catalogue "W" you will get full particulars Address

Canadian Swensons Limited, Lindsay, Canada

## Peerless Jr. Poultry Fence

**Close enough  
to keep chickens in.  
Strong enough  
to keep the cattle out.**

**Saves  
Expense**

PEERLESS JUNIOR Poultry Fence will do all you wish of a poultry fence and will do much more. It is built close enough to keep the chickens in, but it is also built strong, rigid and springy. Those heavy, hard steel top and bottom wires, together with intermediate laterals, will take care of a carelessly backed wagon, or an unruly animal and spring back into perfect shape again. It is the most handsome and most effective poultry fence on the market. At every intersection the wires are firmly held together by the never-slip PEERLESS Lock.

### The Fence That Saves Expense

because it never needs repairs. It is the cheapest to put up, too. It is stretched up like a field fence. More than half the price can be saved in posts and lumber alone, as required by some other poultry fences. Write to-day for our printed matter. It tells you how to get your full money's worth in fences. We build fences for every purpose.

BANWELL HOSIE WIRE FENCE CO., Limited  
Dept. H  
WINNIPEG, MAN. HAMILTON, ONT.

## Preston Steel Shingles are safe-locked on all four sides

### TOP LOCK

You can only get the safe-lock construction in PRESTON Safe-Lock Shingles.

Look at picture of our side lock. See how the sides of the shingles hook over each other. This is on the principle of the sailor's grip. It is utterly impossible for shingles locked in this way to pull apart. The heavier the strain the firmer the grip.

The top of a shingle is where the greatest strain falls. Now look at our top lock. It is twice as strong as our wonderfully secure side lock. Notice that it consists of three thicknesses of sheet steel. The top of our shingle shrinking of shoving.

PRESTON Safe-Lock Shingles are proof against rain, snow, wind, frost and lightning. The only way to get them wonderfully secure side lock. Notice that it consists of three thicknesses of sheet steel. The top of our shingle shrinking of shoving.

PRESTON Safe-Lock Shingles are the only shingles made and galvanized according to British Government Specifications. Shingles galvanized according to these specifications are good for twice the service of shingles on to stay.

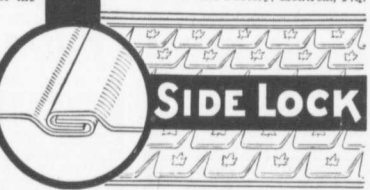
**PRESTON  
SAFE-LOCK  
SHINGLES**

galvanized in the ordinary way. They are also the only shingles with a Free Lightning Guarantee.

Send today for our free booklet "Truth About Roofing." We did intend to charge something for this booklet. But we will send it free as a reward to all who will fill in and mail the coupon to us. Do it right now.

**METAL SHINGLE AND SIDING  
CO., Limited, PRESTON, ONT.**

Branch Office and Factory, Montreal, P.Q.



### SIDE LOCK

Dover Street Factory. Please send me your new booklet, "Truth About Roofing." I am interested in roofing, and would like complete information about PRESTON Safe-Lock Shingles and British Government Specifications.

Name.....  
P. O. Address.....  
County..... Province.....

## Good Roads' Under Discussion

The Executive Committee of the Good Roads Association, which met in Toronto two weeks ago in annual convention, was authorized to investigate and report at the next convention on the advisability of pressing the Provincial Government for a system of provincial roads and that they should submit for approval such amendments as they might deem necessary to improve the highway laws of the Province. During the three days convention, speakers repeatedly emphasized the benefit that would accrue by the joining up of the good county roads already in existence with others to be constructed by the Province. Speakers from the American side helped to popularize the idea by explaining the system on which state roads are managed south of the line.

At the opening session of the convention, sentiments were strongly voiced in favor of increasing the provincial appropriation towards the construction and maintenance of county roads; that the city of Toronto should be subjected to a levy in aid of the up-keep of roads leading into the city and that the system of taxing railway property should be changed.

### TAXING RAILWAYS

In this latter connection, a vigorous appeal for the amendment of the system of taxing railway property was made by J. F. Beam, of Welland County. The system of levying \$5 or \$6, a mile against railway property was antiquated. Railways, he claimed, should be assessed on the basis of a percentage of their gross earnings and that the revenue from this source should be largely available for the maintenance of roads through the townships. Mr. Beam considered, furthermore, that the Act should be amended so as to increase the provincial grant to at least 50 per cent., that as the law now stood it was a great injustice that rural settlements should be obliged to pay about two-thirds of the cost of all roads throughout the country.

The president of the Association, Mr. W. H. Pugsley, Richmond Hill, in his opening address cast considerable light on the present situation as regards the good roads campaign. He said that of the 35 counties of On-

tario, only 16 had taken advantage of the provincial Act whereby the province contributes to the county roads fund. Thus far, \$700,000 had been contributed by the province towards county roads.

### ROADS IN NEW YORK STATE

Considerable enlightenment was derived by delegates at the meeting from Mr. Geo. Dyer, engineer, of Erie Co., New York. He spoke on the road construction in New York State and said that it had been demonstrated that 25 cents would go farther than a day of road work as applied under the old statute labor regulations. The statute labor system, he thought, should certainly be abolished in Ontario as it had been in many of the States. It had been found that much better results could be obtained by placing road construction under competent supervision. About 6,000 miles of macadamized township roads had been constructed in New York State under the supervision of state officials. Mr. Diehl expressed surprise that a large and wealthy province like Ontario did not make greater advancement in good roads construction. He agreed with the suggestion of imposing a liberal share of the cost on cities because it would be impossible, he held, for townships on their own resources to create good roads. In the States, cities were forced to assist in the maintenance of roads leading into the great centres of population. Buffalo for instance had paid out \$2,000,000, during the last 10 years towards the Erie County road fund, this money being applied approximately within the radius of 25 miles from the city. Ontario, in Mr. Diehl's estimation, stood in need of a better system of highways, better methods of construction with expert supervision, and also the construction of model sections throughout the county, so that the municipalities could note the advantages accruing.

### TO MAINTAIN EARTH ROADS

Speaking of earth roads and how most economically to maintain them in ideal condition, Mr. W. B. Rittenhouse, of Beamsville, gave it his experience that tile or underground drainage was better than surface drainage in nearly all cases, in providing a good bottom. He cautioned against undertaking macadam roads except for main highways. After cutting up and grading the road, the speaker said they got the traffic directed along the centre of the road by driving a wide-tired wagon carefully along the centre of it, and all others will follow that track; when ruts form, the road is dragged and levelled again. It cost less when a good road was once made, to keep it good by constant care. Most road work should be done early in the season when the earth is soft; it could be done then more easily and better.

The auditor's report showed that the association had a balance of \$272.84 there being \$293 left over from last year, the county grants amounting to \$120, and Government grant to \$200. The convention next year will be held in Toronto on the first Tuesday, Wednesday and Thursday of March.

### OFFICERS ELECTED

The following officers were elected for the ensuing year: President, W. H. Pugsley, Richmond Hill; Vice-President, Thos. L. Kennedy, Cooksville; Secretary-treasurer, Col. J. E. Farwell, Whitby; Assistant Secretary, W. A. McLean, Toronto; Executive Committee, R. H. Jupp, Orillia; Warden Hall, Prescott; K. W. McKay, County Clerk of Elgin, and L. A. Hamilton, Lorne Park.

The first annual meeting of The Farmers' Dairy Co., Limited, will be held at the York Township Offices, No. 40 Jarvis St., Toronto, at the hour of one o'clock sharp in the afternoon, on Saturday the 26th day of March, 1910.