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Why Some Succeed

SUCCESS in agriculture depends as much on resourceful management as upon the fertility of the soil. A farm may be ever so fertile and fail to return a good profit on the investment because of bad management. On the other hand a comparatively poor farm in the hands of a skillful and resourceful manager will often give a greater return than the richer farm in the same locality. Cases are on record where young men have commenced farming with large financial obligations to meet and in a comparatively few years have paid off all indebtedness and laid by a good surplus besides, while in the same locality under similar soil and climatic conditions others have started with a good farm, well stocked and free from all encumbrance, and made a distinct failure, being in a few years poorer than when they began operations. Why is this? There are no soil or climatic conditions that give one an advantage over the other. It can be ascribed to nothing else than more resourceful and skillful management in the one case than in the other. The one has been progressing, persevering and ready to take up new methods and new ideas in farming and adapt them to his own conditions, while the other has been dilatory, neglectful and contented to let things run along without any pre-conceived plan or system.

The Milking Machine

Elsewhere in this issue we publish some detailed information showing the present status of the milking machine. That the milking machine has not yet reached a stage where it can be counted upon as an effective and practical means of milking the cows on the average dairy farm seems evident. Rapid strides have, however, been made in recent years, and we feel assured that those who are bending their energies towards perfecting a practical working machine will eventually succeed. It is inconceivable that the work put upon the development of a practical machine by so many master minds during the past fifty years will come to naught.

So far as the mechanical process of milking is concerned success seems to have been achieved, as the machines now in use take the milk from the cow most effectually. The experience of Mr. McConnell, however, creates a doubt as to the ultimate success of milking machines as a profitable investment for the dairyman. If their use means a falling off in

milk supply farmers had better stay with the human hand plan yet awhile. Profits in dairying are not so large that the producer can afford to pay out good money for a milking machine and have the supply of milk materially lessened by its use. Prof. Dean's experience so far with the machine now in use at Guelph seems to be satisfactory, but a more definite statement at the end of the year will be eagerly looked for.

One of the weaknesses of the modern milking machine is that it does not provide for the manipulation or massaging of the udder in order to stimulate the milk flow, as can be done with the human hand. Whether the new Hutchison machine, which is contrived more on the principle of the hand milker, will supply this deficiency or not remains to be seen. Development in this direction will, however, be watched with interest, and with the hope that permanent success will eventually be forthcoming.

Road Improvement

The total length of roads in Ontario, maintained by townships and county councils, amounts to 60,000 miles. To maintain these roads in good condition entails a lot of work on somebody. An enormous expenditure of money has been required in the building of these roads, and a very large expenditure will need to be made yet before all the roadways of Ontario are in a condition to be classed as good roads. True, there has been great advancement during the past few years, but from reports to hand regarding the condition of the roads this spring, a great deal more needs to be done, and done at once. The mild, open winter left many roads in almost impassable condition when spring came. The only road that stood the test was the one made after some definite approved plan. The old time statute labor road was not in the running. Indeed, the experience of the past month or two in many parts of the country should hasten the advent of the county roads system, or some better conceived plan than that afforded by the statute labor way of doing things.

And yet with all this there has been marked progress in recent years. Seven counties have complied with the Highway Improvement Act, and last year expended \$179,533.62 in road improvement, according to the plan defined in the Act, which includes the maintenance of leading highways in

the district. From 1903 to 1905, \$636,838.11 was expended on county roads, of which amount \$212,279.56, or one-third, was given by the Ontario Government. A commendable feature of this work is that every dollar is expended according to some pre-arranged scheme, having for its main object the securing of permanent up-to-date roadways. The work already accomplished gives promise of permanency, and if extended over the whole Province would mean that in a comparatively few years the leading roadways at least would be of a high character.

The appropriation of \$1,000,000 by the Ontario Government in 1901 for road improvement, while seemingly a large amount of money, is small as compared with some of the appropriations made by the State legislatures to the south of the line. Last year New York State appropriated \$600,000 for good roads, making a total of \$2,065,000 so far contributed by the legislature for road building. In addition that State is providing \$5,000,000 in State bonds for building wagon roads, this amount to cover a series of expenditures extending over a period of ten years. Three years ago Pennsylvania appropriated \$6,500,000 to be expended on road improvement during a period of six years. Massachusetts has expended a total of \$4,900,000 on roads, and provision is made for the expenditure of half as much more during the next few years. And so one might go on giving figures, all tending to show that Ontario's appropriation for roads is small, when her resources and extent of roads to be improved, are considered.

While the county system is growing, yet were all the leading roads to be brought under this system, there would still be left hundreds of miles of roadways for the townships to look after. These include the side lines and back concessions, important enough too, and which will for many years to come have to remain under present control. But even in this work, conducted by five hundred distinct municipalities, there has been marked improvement in recent years. Nearly one hundred and fifty townships have commuted or abolished statute labor, thus providing for more efficient and permanent work to be done. Where not commuted more interest is being taken in the work, and there is less trying to get in a day's work in an hour's time. Indeed, on every hand progress in road improvement, slow in many cases, to be sure, is being made.