

You will find that such roads are possible, and not only possible, but in the long run the most economical. In this country in extensive drives or bicycle rides we rejoice when we approach a town, for there we expect to find solid roads. In most of the European countries on the other hand, we rejoice when we get out of the towns with their hard rough paving blocks, and reach the smooth, clean, country macadam. In this country, especially in the Western States, the plan is to make the highway wide enough to turn out from mud holes and dusty tracks. In the old country the plan is to keep the road narrow enough to enable them to fix it up properly. Land is valuable for cultivation, but roadside weeds are a nuisance.—U. A. P. Yoder, Utah State Agricultural College.

Communing Statute Labor

The number of townships in Ontario that have commenced statute labor is now 137. Wherever it has been properly managed this system has worked well. Some few townships that adopted it have abandoned it for reasons best known to themselves. The fact that a majority of them have reinstated the system, shows that it is the management and not the system that is at fault.

Statute labor is commuted at from 40c. to \$1 per day. At these figures more and better work can be done than by the old plan of having the people in the township do the work themselves. The inefficiency of statute labor is very forcibly set forth by the clerk of Tuckerstown township, Huron county, as follows:

"We annually let contracts for laying on about 200 cords of gravel (this year 191 cords, at an average cost of \$1.52), which is under the direct supervision of the council. This is a great help to the roads, and it is nearly always put on to good advantage.

"We have 2812 days statute labor which this year laid down for us 3676 loads. We showed the electors at nomination that if the above days were commuted at 75c. per day, the proceeds, (at same cost as our job work, \$1.52 per cord) would lay down 6,000 yards, clear of all expenses, and would be better material and more intelligently laid down."

The Care of Country Roads

Q. What is the most important part of road-making that the pathmaster can accomplish with statute labor? A. The most important thing the pathmaster can do is to improve the drainage.

Q. Are ordinary side ditches sufficient for draining the common clay roads? A. Yes, if kept clear and brought to a grade by statute labor, and kept properly finished.

Q. Will tile draining improve clay roads? A. Yes, in every case.

Q. Do you consider it a good practice to put one tile drain in the centre of the road? A. No, I would rather put it outside the wheel tracks on the side the water is coming from, that is, the high side.

Q. If the road was flat, do you not think it would be better to have it in the centre than to have no drain? A. Yes, but the objection is that the water has to come under the road to get to the tile. Two smaller tiles, one on each side, would be much better than a large one in the centre.

Q. On many hills holes form in the spring just as if there was quick sand underneath; what is the cause and can anything be done to remedy it? A. The trouble comes from the fact that different layers of soil are exposed, and the water comes out where the soil is more sandy

or gravelly. If the side ditches are deep enough a tile laid diagonally across the road just above where the slough forms will often prevent the trouble, or a tile laid down the hill outside the wheel track or in the ditch in the hillside is a good plan.

Q. Does it pay to use a road grader to smooth a road in the spring? A. It is very important to smooth the road in the spring, and every road overseer ought to see that his road is gone over as soon as it is dry enough to bear the teams, and again after the spring rain is over, but there is a cheaper way than using the road grader. A common log scraper, drawn by one span of horses, will do almost as much work at less than half the expense.

Q. Is concrete tile pipe a success, or are they injured by frost? A. Where they are properly made and large enough to carry the water they are a great success. I have never seen the frost injury them.

Q. How large can they be made? A. Moulds are made from four inches to three feet.

Q. Can they be made out of native rock cement? A. I have seen some tiles made out of native rock cement, but I do not think it is safe. A good brand of Portland cement should be used.

Q. What is the best way to keep roads open in winter? A. Encourage the building of wire fences; then use a disc, and where possible follow with a roller. Questions answered by Major James Sheppard in Farmers' Institute Report for 1934.

Freight Rate Discrimination

During the debate on freight rates discrimination at Ottawa, recently, some valuable information was presented. Among those who took part was A. F. MacLaren, M.P., Stratford. He paid special attention to the cheese trade, and among other things said:

"As you all know, I am connected largely with the cheese industry, and many people in my riding and north of the Grand Trunk and the Toronto are very much interested in the rates on cheese. I may say that they are paying a very much higher rate of freight on cheese north of the Grand Trunk Railway and west of Toronto than they are paying 40 and 50 miles south. I only intend to give the House one or two figures to substantiate that statement. In Listowel, in my own county, where we often ship 10 and 15 carloads of cheese in a day, we are paying 7 cents per 100 pounds more than they are paying 40 and 50 miles south; in fact, they are paying 7 cents from Windsor to the seaboard less than we are paying from any place north of the Grand Trunk in my county. They can get as much freight carriage from Windsor for 93 cents as we can for \$1. The rate from London, Ingersoll and Woodstock is 7 cents less; they pay 31 cents where we pay 38 cents to the seaboard. All we want is fair play, equal rights and equal rates. The farmers in my part of the country are complaining very bitterly in regard to the very high rates of freight that they have to pay on the produce of the farm, and I think it is high time the Railway Commission was looking into this question. I think it is a very extraordinary thing that we should have to pay 7 cents more to ship cheese from points in my riding, as well as from Wingham, Lucknow, Kincardine, Harrison and other points in that district, more than they have to pay to ship cheese from Windsor, London, Ingersoll and Woodstock, although about the same distance to the seaboard."

"The farmers of this country send their sons and daughters to farmers' institutes and to colleges to educate them in regard to the best methods of producing the commodities that I think the farmers are the most disorganized class of men on the face of the globe. I think that if they would meet together and consider what it costs to place their goods on the markets of the world, it would pay them to look into the matter very carefully and try to get equal rates and fair play all along the line. The farmers in my section of the country are becoming very much interested, and they are beginning to consider the best means of placing their goods on the markets of the world at the least cost. Probably if we would talk less about Autonomy Bills it would be better for the farmers of this country. I think that the Hon. Minister of Agriculture (Mr. Fisher) should look into these things, and try to devise means whereby the products of the farm may be placed upon the markets of the world in the most economical manner, and this he should see that the farmer of this country are not robbed from the freight-rate standpoint. The farmers in my part of the country wonder why their dollars are not as good as the dollar of people in the south. We find people in the south, in our own country, not in the United States, are getting for 93 cents what we are paying \$1 for."

Still Coming to Canada

The following from the "Iowa Homestead" shows how Canada is attracting the seaway farmers of the Western States:

Again this year, as for the last four or five years, hundreds and thousands of farmers from the mid-west states are moving into the Canadian West. If anything the movement has opened earlier this spring than usual. During the month of February 920 tickets were purchased from points on the Atchison, Topeka & Santa Fe railway system to Western Canada via Minneapolis and St. Paul. The little town of Norton, Kansas, which has only 600 people, sent 200 of them into Manitoba and the Canadian territories last month. These farmers are leaving land that is now worth \$50 to \$100 an acre and was secured by them for nothing only a few years ago. They are moving to Western Canada not because they are dissatisfied, but because they know that the opportunities there during the next few years will be as good as, or better than, they were in Oklahoma a few years since. Splendid land may be homesteaded in Western Canada or bought for a few dollars an acre.

If you could see the number of people, who are now passing through the St. Paul gateway on their way to their new homes in Western Canada, they will tell you that they are going into Canada simply because they can still get cheap and fertile lands. So great has been the demand for the famous hard wheat lands of Western Canada during the past few years that it is a fact that the Canadian Pacific land department at Winnipeg has sold about 5,000,000 acres.

There is no doubt that these new settlers will do well. Practically all of the farmers in Western Canada, who have come from the states, are doing well; many are making their fortunes. With wheat a dollar a bushel and land at from five to ten dollars an acre, that will still produce twenty to forty bushels of wheat per acre, it is not difficult to understand how these people will "get rich quick" in the best sense of the phrase.