

Farm Management

Returns From Work Horses

A. H. Benton, Minnesota.

ONE of the most fruitful sources of loss on the farm is an insufficient return from work horses.

Have you satisfied yourself on the following points?

Do your horses earn enough to pay for their feed and care, and enough to meet the interest, depreciation, and other expenses, as harness costs and shoeing?

If costs \$100 annually to keep the average horse, but this horse works only a little more than three hours each working day. This makes the horse labor cost approximately 10 cents an hour.

Do you handle the horse labor on your farm so that the annual cost of keeping your horses is less than the average, or so that the number of hours worked is greater? Both methods will reduce the cost of horse labor, but the latter offers by far the greatest opportunity.

Can you revise your cropping system so that fewer work horses will be needed, or so that the work will be more equally distributed and thus make it possible to employ them more hours each year?

Can you raise colts and thus reduce the cost of keeping your horses?

Can you arrange to use your work horses for outside work when not busy on the farm?

Can you reduce the cost of keeping each horse by feeding less proper or cheaper feed and still give a proper ration?

Farm work done with fewer horses means a saving of \$100 a year for each horse not needed.

Farm Management Pointers

AT the last Ottawa Winter Fair J. H. Grisdale, director of Dominion Experimental Farms, gave a general talk on the subject of "Farm Management." Some of the pointers that we gleaned from Mr. Grisdale's address are as follows:

Farm management is farm business. We cannot all have all the land we want, but we can run the land we have in a much better way than we do. We should increase the output of the average farm 50 per cent. at least, and it would be profitable, even if the labor expense is greater.

In buying land don't pay more for land than you can realize interest on. Many fall down in farming because they have not enough working capital—not enough stock, not enough machinery, poorly equipped buildings, and so forth. It is possible, however, to have too much money invested in this way. There is a happy medium that spells profit.

A good farm manager must have a knowledge of values. He must be able to grasp the importance of little things, but he must not attend to the little things to the disadvantage of the big things.

What is the profitable balance between the live stock and the feed produced on the dairy farm? I would say, carry a little beyond in stock, what the farm will feed. The stock, of course, must be good, and then the small amount of feed which must be produced can be fed profitably.

Low cost of production is the most important consideration in farming to-day. Operations must be timely, and at least 25 per cent. of our farmers fall down here.

Three horses are not enough for a 100-acre farm. At least four horses and a driver are required. We cannot work those horses the year round in

Canada, but we can winter them very cheaply and with good results to the horse on oat hay and pulped turnips, with a little oats later on.

The large machine is the coming machine.

Have some system in your farming. The man who does not follow a rotation of crops is in a fair way to get one-half to two-thirds from his farm of what he should.

A good farm manager will do everything possible in the winter time to cut down the work in summer.

In marketing we need to be better business men. The buying also calls for wisdom.

Cooperation amongst neighbors will do much to permit the use of large machinery.

Shall we grow money crops? I believe in them to a limited extent. The choice of crop will depend on such circumstances as soil, location and markets.

Fifty hours a year of cost accounting would be time profitably spent. Most of our failures are due to not knowing just where we are at. There is scarcely a farmer who is not doing something at a loss and does not know it.

My Spring Experience

Hiram Wheeler, Prince Edward Co., Ont.

WE have our spring crop in at last, and a time we have had to wait for. I never know the land so hard to work.

Most of our farm is clay land and it got very water-logged with all the rains and the grass got a start, which made it still harder to work. Speaking of the condition of the soil, some of ours was just like liver. It did not seem to have life in it at all, especially in the low parts that needed draining. Part of one field was very sooty, and had some twitch grass in it and I could not seem to get it fit to sow. I left it and am going to keep it worked as best I can for a while and later will sow buckwheat on it.

We have been very busy drawing out manure and working on corn and root ground this last week. If I am spared another year, I am going to get most of the manure out in the winter. Here we are away behind my nearest neighbor with our corn and roots. He kept drawing the manure all winter and, when it was so wet this spring, he often got a part of it in when his other land was not fit for working. He was in a position to work away at that ground and now he has it in mine. I intend getting the land in as good shape as possible before sowing, as I believe extra working now pays later on.

When in town the other day I saw a notice in the district representative's window to the effect that some company in the States was selling Prof. Zavitt's O.A.C. oats under another name. They are good oats all right and in a way I don't know the States for getting them. I got some two years ago and last year they gave me a bumper crop. I had a piece of new land on which I sowed them and they did splendidly. I sold a lot for seed.

Weaning Time

Prof. W. B. Richards, N.D.A.C.

THERE seems to be a great difference of opinion concerning the proper time to wean pigs. Some practice letting them wean themselves, which is not a good practice. If hogs are raised for market in large numbers, sows of all tendencies will be used and it will prove most rational as a rule to wean the pigs when they are about eight to ten weeks old. As soon as they are taken away from their dams, run them in a grass lot until

Even the wheels on a Ford car cost you 60 per cent less than on the average car priced around \$1000 and under

FIGURE IT OUT FOR YOURSELF

\$12.87—cost of new wheel on average car priced around \$1000 or less.

\$ 5.00—cost of new wheel on a Ford car.

\$ 7.87—the 60% saving secured by the Ford owner.

And this merely indicates the general saving in every item of upkeep in which the Ford possesses a big advantage over any other make of car.

An assembly of Ford spare parts—enough to build the touring car complete—costs only \$40 more than the standard list price of the car, while on the average car priced around \$1000 and less a complete set of spare parts costs \$941 more than the car—over twenty times the Ford excess cost.

And yet tests conducted by one of the most authoritative Government laboratories in the world have shown that the quality of Ford constructive material is actually superior to that in most of the best cars made.

Ford Motor Company

OF CANADA, LIMITED.
FORD, ONTARIO

Ford Runabout 600
Ford Touring 750
Ford Sedan 750
Ford Roadster 750
Ford V. 8 Ford, Ontario



All cars completely equipped, including electric headlights. Equipment does not include speedometer.

other forage crops are ready. If they are weaned at this age they should be fed carefully. They will get along very well if skim milk is available. If not, they will not thrive as well. When skim milk is lacking, feed them a ration of two-thirds middlings and one-third ground oats, which has been soaked between meals. Feed the pigs three or four times a day for a few weeks after they are weaned. Barley and some soaked corn scattered on the ground for them to pick up can be fed from the time they are over two or three months old. The pigs should be castrated before they are weaned, as they recover from the operation more readily at this age than at any other. It is not a good practice to let pigs get over a month old before they are castrated.

Iceing Charges

THE Railways issued a new Tariff on April 11th, to become effective May 15th, increasing the charge for ice from \$2.50 per ton, thus making a charge for hauling the ice, based on the distance the car travels, ranging from \$2.60 per car for 150 miles or less, to \$10.90 per car for 1,450 miles. An appeal against this tariff was made in behalf of the fruit shippers, and on May 3rd the effective dates of the new tariffs were suspended until further notice. Therefore iceing charges in effect last season will at least stand until the proposed new charges are considered by the Railway Commission.