

cheaper horse power on the farm are:
1. Heavier horses of better type and quality.
2. Feeding carefully in proportion to work performed.
3. Fitting for the extra heavy work of the year.
4. Working the farm with good blood mares and raising both spring and fall foals.

If this latter plan is carefully followed the mare may actually produce annually in foals the equivalent of 50 per cent. or more of her feed cost, and still perform 1,500 hours or more of actual heavy labor, thus reducing by 15 per cent. to 40 per cent. the cost per hour of labor. The type and quality of the mare, and above all, the excellence of the stallion used, would determine the success or failure in this regard.

Highways and Telephones in Saskatchewan

In the early days of the west the old cross country trails did service for the rancher and the mounted police, but as settlement progressed they had to be supplemented and replaced by public highways on the surveyed road allowances.

There were only two rural municipalities in 1905, but in 1917 there were local improvement districts empowered to construct public highways under the direction of the Department of Public Works. But the rapid settlement of the country necessitated the development of the Highways Branch of the Public Works Department into a Department of Highways with a policy of aid to municipalities for permanent highway development and the construction of main highways where the municipalities preferred that the government should do the work.

The Saskatchewan Department of Highways has expended for the improvement of highways and bridges the sum of \$12,766,921.05 since 1906. A proportion of this sum was expended by the rural municipalities themselves for the purpose of road improvement. It has also conducted road drag competitions during the past four years, in which time about \$14,000 has been given in prizes for contests from 50 to 65 rural municipalities contended in each year. About 500 miles were dragged in these competitions, and as a result of this demonstration the road drag is now in general use and recognised to be of the greatest value in the maintenance of earth roads.

Rural Telephones.

The long distance telephone system of the Bell Company in Saskatchewan was bought by the Saskatchewan Government in 1909, and a vigorous policy of extensions was once approved. To-day there are 17,862 wire miles of long distance lines owned by the province, as compared with 3,820 miles when the Bell system was acquired. The government also owns and operates exchanges in 138 urban centres, comprising 17,501 subscribers. The government's service to its farmers, however, centres largely in the rural system. To encourage rural phone development the Saskatchewan Government for some years supplied telephone posts free to rural companies, but this inducement is no longer needed. The Rural Phone Act provides for raising the necessary funds for telephone construction by means of a licence fee, which are largely sought as an investment. There are 1,058 rural phone companies with 72,540 wire miles of poles and 25,141 rural subscribers. All of these are connected with or have access to long distance service, and all of this has been accomplished since 1909. It is expected that by the end of 1917 there will be 37,000 subscribers for rural phones in Saskatchewan.

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