



### I.

Why does a farmer, when he plows a piece of land that is V or wedge-shaped, always pack down a narrow strip of land in the center, when turning on it, until it is unfit for planting or seeding? Suppose you try a new way:

When the piece of land being plowed is 6, 8 or 10 feet wide, according to size of team used, when you reach that desired width of land, as you are driving toward the narrow point, tip the plow over on the side, and thus throw it out of the ground. At the same time turn the team around across the land, and go back on the other side of the land without going clear to the point. The next time turn a little farther from the point, so as to keep the land as near an even width as possible. With a little practice you will be surprised at the result; you can turn much quicker and easier that way.

When the wide end of the land is cut down to the width of the narrow center which you have been turning on, you can finish it all at once, and have a complete fresh-plowed tract with no hard road in the center.

Again, when you wish to plow a tract that is small and will have many short turns, like a garden, begin by back-furrowing a strip through the center and throw the plow out of the ground without crowding the team into the fence. If you wish to make an extra nice job, drive across the end of the land which you are plowing, letting the plow scratch enough to be a guide for the end of the furrow. If you wish you can plow two or more strips thus, and plow out the land between, "swinging on the headland". At the last go around the whole piece and plow the headland.

Again, when using the harrow, if it is not doing all you wish in the line of smoothing and leveling, the lever farther and slant the teeth back more. Then the framework will get right down to business and you and your neighbors will be surprised at the result.

### II.

If I were to sum up as concisely as possible the most needed condition for permanent good roads, I would say—drainage. Not simply drainage of the road surface, which is very important, but a proper and complete drainage of the entire road-bed and foundation in such a manner that there would not be any standing water in the roadside ditches to seep back under and soften the road-bed, which is the foundation of any good and successful road.

As applied to highway construction, the lateral drainage would be largely by means of open ditches at the roadsides, with, in some cases, a covered drain of some suitable material in places where the necessary grades were lower down from

the top surface than would be best or advisable for open ditches. This would mean the working out, carefully, of the contours, not only for highway, but of practically the whole drainage basin affected, in order that size, depth of ditches and location of outlets could all be balanced so that the maximum of results could be obtained with the minimum of labor and cost.

The proper drainage system would be governed largely by the area of the basin, contour of surface, character of soil and location of outlets, and in this I see a two-fold advantage to the farmers, at least to many of them.

First the advantage of improved highways; but the second advantage and the one I want to emphasize is that the improved drainage conditions in the highways would result in improved drainage conditions on the farms, the improvement in many cases being sufficient for all practical needs, but in addition would provide the opportunity in many more cases to follow up the road work with a system of tile drainage.

There are hundreds of farms, all or a part of which would be greatly benefited by tile drainage; but in many cases the work can not be done because they have no available outlet. Drainage work, as I have outlined it above, would give a general knowledge of the entire drainage basin and would, in a majority of cases, provide the farmer with an outlet in one of the highway ditches for his tile drainings.

### III.

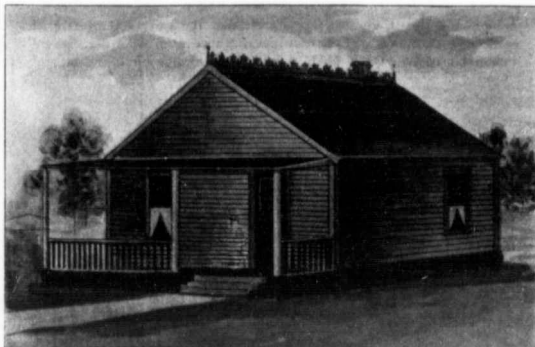
Send for and study the seed catalogues. They are interesting and full of suggestions. You may find some new ideas worth while. The pictures of vegetables and the colored plates stimulate a wholesome longing for the "good old summertime" and the garden, and maybe before the pressure of farm work drives thoughts of everything else out of mind.

Plan the garden now. That's the idea! Don't leave it until the time comes to plant, and then go at it haphazard. You can get good plans for the home garden from some of the good books or bulletins on the subject. But if you will use your own brains a little you can arrange a plan for your next summer's vegetable garden that will serve as well, perhaps, as any ready-made schedule out of a book.

Take paper and pencil, draw an outline of the plot of ground to be devoted to the vegetable garden; then, one of these long, winter evenings when it is pleasant to be shut in the house all by yourselves, call the good woman of the house to your assistance and together work out a plan. It will be more interesting than a game of checkers. Go over the plot on the paper and, with the assistance of the catalogue, arrange

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