



Prominent Fruit Growers and Government Officials from all Parts of Canada Who Attended the recent Dominion Fruit Conference at Grimsby, Ont.

### Dragged Roads or Draggy Roads Jacob Downing, Dundas Co., Ont.

**F**EW of the roads in our county are draggy. Consequently most of them are draggy at this season. This is a great dairy county, with factory dairying the mainstay. Consequently, good roads are of more importance to the dairy farmer's business than in any locality devoted to mixed farming. Macadam, we have decided, costs too much for the side roads on which the majority of us live. How are we going to fix up our roads. We have used the road grader and scraper for many years, but we find that they do not fix up an earth or clay road. If used in the fall of the year, the result is a greater mud hole of a highway than we would have had, had it been left alone altogether. I myself am in favor of the split log drag. I have seen its work and I know what it will do. Its efficiency on earth roads is the best proved fact in modern road lore. But when busy dairy farmers have to do it themselves, with no other return than the knowledge that they have exhibited a proper community spirit, road dragging is not apt to be done.

I would suggest that our county councils agree to pay farmers 25 cents an hour for dragging the roads adjoining their farms and then insist on its being done after every rain through the fall, winter, and spring. I don't think much insistence would be necessary even with the nominal recompense I have mentioned.

### Wider Tires Mean Good Roads

The drag, however, should not be left to do the work alone. Along with the drag should go the universal adoption of wider tires for heavy wagons and the spreading of the horses to walk in front of the tires. On my farm lane, where no heavy wagon is used with tires less than five inches wide, there are no ruts, and the going is always excellent. The effect of wider tires on earth roads would be the same; to improve them rather than wear them out.

A vehicle tax has been proposed in Ontario for the maintaining of the improved highways that are being built. I am opposed to all such taxes, but if such tax is adopted why not exempt wider tires, and thus encourage their quicker adoption. In a recent issue of the *Breeders' Gazette*, I was reading of an experience in this line in Wisconsin. Fifteen years or more ago Wisconsin passed a law exempting from taxation all wagons in actual service that carried a tire four inches or more in width. It was found that farmers all over the state would add \$12 to \$14 to the cost of their wagons in order that they might have wider tires and escape the tax. Where wheels were not worth new tires, wide-tired steel wheels were put on at a little more expense. To exempt wide tires from a vehicle tax would have the same effect in Ontario.

Just one point more in connection with the earth road. Don't put too great a crown on the road, as a highly-crowned road is enough to discourage anyone from using wide tires. Where the slope of the road is excessive only the inner edge of the tire rests on the surface of the road, and this puts too great a strain on the wheel where the tire is over two and one-half inches wide.

### Fat Horses for Winter R. P. Lancaster, Peel Co., Ont.

**T**HE ease with which a horse may be wintered depends largely on its condition in the late fall. A thin horse, like a thin person, suffers exceedingly from cold. It requires more feed to sustain a thin horse in cold weather, and even with good feed it may lose in vitality. Horses that we have bought in the fall in a thin condition have always required the very best of winter feeding and care if they are to come through in good condition and ready for the spring work. We have found that fat horses on the other hand can withstand cold, eat less, and are healthier and happier. Yes, happier. Cheerfulness accounts for as much in keeping a horse in good shape during the winter as it does with mankind; and we know that with men the mental attitude is almost everything.

With the increase of fall work on the farm, we find that horses generally in this section lose in flesh through the fall and go into winter quarters in poor condition. This is not due so much to the increase in work as to the fact that farmers are not increasing the feed in proportion. Fall plowing is hard on horses, but with extra feeding and care they should be ready for winter with a good coat of flesh on their ribs. The grain that we may feed now to keep the horses in good fit will be more than saved in the months that precede spring seeding.

### Clover Hay or Clover Silage?

Trials have been conducted at the Montana Agricultural College to determine the respective merits of clover hay and clover silage as food for dairy cows.

The daily production of milk on clover hay was found to be 22.8 lb., and of fat 0.93 lb., while on clover silage the daily production of milk was 24.08, and of fat 0.97 lb. On a ration of clover hay the cost of producing 100 lb. of milk was 75 cents, and of 1 lb. of fat, 18 cents, while on clover silage the cost of 10 lb. of milk was 74 cents, and of 1 lb. of fat, 18 cents. In milk production 2.33 lb. of clover silage was required to equal 1 lb. of good clover hay.

The value of clover silage, according to these experiments ranges from \$9.40 to \$2.80 per ton with an average \$2.58.

### Fall the Best Painting Time L. J. Andrews, Oxford Co., Ont.

**O**CTOBER and November are the best months for painting in the whole year. In the spring we have much wet weather and the air is too damp for good painting, to say nothing about the rush of other work which keeps farmers otherwise engaged. Later on in the warm days of summer, the wood is too dry, the pores are enlarged, with the result that much oil is absorbed, leaving only the pigment on the surface; it scales off and the job has to be done over again much sooner than necessary.

In the fall, however, we have the ideal conditions. The pores of the wood have closed up. There are no flies to get stuck in the paint and spoil the appearance of the best job. As a general rule there is not as much dust blowing, and a light rain will lay the dust for a long time. It is true that when the weather is too cold the paint draws together in bubbles and refuses to spread. It is too cold as I write to do a good painting job. But there is much good weather coming yet—Indian summer, for instance.

We no longer question the economy of painting. It is an insurance against time and decay. The house in which we live was built 16 years ago, painted immediately, once again since, and is now ready for another coat, which it will get this month. The house on the farm adjoining ours was built the same season. It has never been painted, and the siding is already cracked in several directions. If it were painted now it would take a pile of paint to fill the pores of the weather-beaten wood. In the case of barns, the effect of poor paint or no paint does not show so soon, nor is it necessary to paint so often. Even here, however, I believe it pays. I cannot see why the siding of our barns should not be good for ever. Unpainted siding rarely lasts a generation.

### Home Mixed or Ready Mixed

It takes some little skill to mix paints, but if we had the experience or could induce some good painter to open his heart and give us a lesson on paint mixing, we would certainly buy the ingredients and mix them ourselves. Home-mixed paint is cheaper, and we are sure that it is not adulterated. Nowadays, however, good mixed paints can readily be obtained on any market. We have found that it pays to give a good price and get good paint. Any of the standard advertised brands will give satisfaction. I would distrust any cheap paint on which the manufacturer did not care to put his name.

In painting a house we would first apply a primer, which is simply ordinary paint, much diluted with linseed oil and a drier added. To make a real first-class job of a new house, two coats of paint just as it comes ready mixed and

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