

THE FARMER'S ADVOCATE AND HOME MAGAZINE.

THE LEADING AGRICULTURAL JOURNAL IN THE
DOMINION.

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JOHN WELD, MANAGER

AGENTS FOR THE FARMER'S ADVOCATE AND HOME JOURNAL,
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1. THE FARMER'S ADVOCATE AND HOME MAGAZINE is published every Thursday.
2. It is impartial and independent of all cliques or parties, handsomely illustrated with original engravings, and furnishes the most practical, reliable and profitable information for farmers, dairymen, gardeners, stockmen and home-makers, of any publication in Canada.
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must be confessed that, as yet, none of these varieties produced by hybridization are ready to send out to the public; for, while certain ones excel in certain respects, they may fall short in certain other respects, or, at least, their prepotency in the transmission of other desirable attributes is not assured; but the fact that positive results have thus been obtained in various directions, indicates the possibilities of the work. It is work for the future, work for a lifetime, and the country can well afford to employ several men thus in the mere chance of producing something superlative. Supposing, for instance, that a variety of oats equal in all other respects to Banner or Siberian might be produced, but yielding a bushel more per acre, or containing less hull by five or ten per cent. Figured on a basis of total yield, such a variety might easily be worth millions of dollars to the country. A private farmer would not be justified in doing that for his own profit, but a public man, working in the interests of the whole country, can well afford to spend his time in such ways. Let them be encouraged to continue it, and let their work not be discounted because it fails of immediate commercial result.

The Canadian Census.

The Census and Statistics Office of Canada is a branch of the Department of Agriculture, and its chief officer is Archibald Blue, in early days a newspaper man at St. Thomas, Ont., and then for years the efficient head of the Ontario Bureau of Industries at Toronto (now under the direction of Prof. C. C. James), which has an outstanding reputation, because of the care with which information relating to the condition and results of farming in the premier Province is collected and compiled. It affords a guide to the Department in planning to meet the coming needs of the farm. In the larger Federal field, Mr. Blue's ripened experience has now a remarkable opportunity for statistical stock-taking at what is recognized by publicists as an epochal period in Canadian progress. In all branches of human activity, in the inflow of population and capital, the Dominion has been

advancing as never before, and 1910 bids fair to be an era-marking year to close the decade. The finishing touches are now being given by Mr. Blue and staff to the enumeration sheets for the census-taking of 1911. In relation to agriculture, more extended information will be gathered than ten years previously. For the last census, the services of some 8,800 enumerators, 351 commissioners and assistants, and 17 chief officers, were required, and the work next year will assuredly be greater. At the present time there are some 6,000 correspondents scattered throughout Canada on the lists of the Statistical Office, from whom information regarding crops, live stock, etc., is gathered, and published in the Census and Statistical monthly, along with official data from the heads of different branches of the Department of Agriculture, including foreign crops reports. The object of this system is "to procure and publish accurate information for the use and guidance of farmers all over the Dominion, and so to place producers, buyers and consumers upon a common level in the market places, as fully as information on the conditions which regulate prices can make them."

During the past year, Mr. Blue attended the meeting at headquarters, in Italy, where a great international Institute of Agriculture, or bureau of statistics, originally suggested by an American, Mr. Lupin, is being perfected. From ideas gathered there, using the results of the census of 1911 as a basis, a general revision and improvement of the present Canadian system of collating agricultural statistics may be expected. The United States is taking its census this year—the last, instead of the first of the decade—and the results will be on record for all sorts of comparison with Canadian progress, when heads and productions in the Dominion are finally summed up by Mr. Blue.

Wonderful New Corn.

"Did the dear old 'Farmer's Advocate' ever hear of that wonderful seed corn, 'Mammoth Eight-rowed, Yellow, Black-eyed Flint'? Briefly, here is its history. Last spring, about the month of March, B. W. Loverin, of Greenbush, Ont., sold a great quantity around Markdale and vicinity, said by Mr. Loverin to be a new variety, propagated and brought to a state of perfection by himself. This corn, on the other hand, was never grown by the party in question; it was bought from J. A. Simmers, of Toronto, shipped to Mr. Loverin in bags to Bellamy's Station, on the C. P. R., and labelled, 'Eight-rowed Yellow,' cost per bushel in Toronto \$1.35. Same corn was taken home and put up in ten-pound sacks, was reshipped in barrels from Bellamy's to John Davis, of Markdale, and by or through him delivered to the farmers, price \$1.50 per sack of 10 pounds.

"You have the facts; investigate, and if found as stated, sound a warning, as no doubt the same methods by the same party will be tried again the coming spring, it being not the first offence."

Inquiry satisfies us that the statements made in the above communication, received from a person who signs himself, "One of Your Farmer Friends," are substantially correct.

The seed firm of J. A. Simmers, Toronto, shipped, April 3rd, 1909, eighteen bushels of Mammoth Eight-rowed Yellow corn to B. W. Loverin, Greenbush, Ont., via C. P. R., to Bellamy's Station. This is all the seed firm knew about the disposition of the corn until communicated with by us. A considerable quantity of seed corn was sold around Markdale by one B. W. Loverin, and was delivered to buyers by J. M. Davis, of Vandeleur.

It is to be feared that the charges of deception and extortion are true. "The dear old 'Farmer's Advocate'" had not heard before of this particular game, but has had enough knowledge of other tricks of similar character to be ready to give presumptive credence to almost any such story of crookedness. The "skin game" mentioned in the letter is a very old one, but not so much worked in Ontario of late as in the Provinces of Quebec and New Brunswick. The fear of being made the laughing-stock of the community hinders some farmers from exposing the sharpers by whom they have been fleeced. Such sharpers are well aware of this weakness in their victims, and trade upon it. It is well to discount extravagant statements, no matter how plausibly put forth, unless made by some responsible person with full knowledge of the facts and a reputation to sustain.

Automobilists and Good Roads.

There is a seesawing of forces in regard to automobile legislation in Ontario. On the one hand, such men as Valentine Stock, M. P. P., and others, representing rural constituencies in the Legislature, seek to have present regulations made more restrictive. Sir James Whitney is also understood as favoring some more drastic regulation of motor traffic, with a view to preventing some of the abuses still so common. A bill was brought in last year to prohibit the running of motor cars on Saturdays and part of Sunday, so that farmers might get to market and to church without molestation. That bill failing to become law, another is before the Legislature this session which aims at throwing greater safeguards around women and children driving (the man in charge of an automobile being obliged to come to an immediate stop when signalled by such persons), and at making more prompt prosecution of offenders possible; licenses to be carried, and not left at home, to have recorded on them any conviction for breach of law, and to be forfeited for a second offence. These efforts at further restriction are seconded by some county councils, who have memorialized the Government to that effect, and have the support of probably the great majority of farmers and their families throughout the Province.

On the other hand, the Ontario Motor League, a rich and powerful organization, is exerting influence in a contrary direction. Its members do not want greater restrictions, but rather less, and they are trying, honestly, we believe, to have their members carefully observe the law and behave like gentlemen, hoping thereby to mollify the antagonism which exists against their machines running on the public roads. Their efforts are not confined to changing public sentiment in their favor, or opposing legal restrictions. They are steadily and persistently exerting their influence to have the Provincial Government undertake the building of great highway trunk lines of macadam roads, extending from city to city throughout the Province. If they proposed to build and maintain these roads at their own expense, scarcely any objection would be raised, especially if new roadways were to be surveyed and used by themselves alone, although people whose property adjoined such roads might not relish the prospect of dust and stench. Most of those who drive horse vehicles would be overjoyed at such news. It would leave the present highways more clear for ordinary traffic. But that would be too good to be true. What they desire is to have these highways constructed at the expense of the Province, and for general use of all vehicular traffic.

Their efforts towards this end should not be pooh-poohed as being unlikely to amount to anything. Most of the members of the Motor League are comparatively wealthy, and are bringing pressure to bear on law-makers and on public opinion out of all proportion to their numbers. We have no wish to impute dishonorable motives to these gentlemen, but, as showing how well they have succeeded in their object thus far, we refer to the report of the Good Roads Convention, published in last week's issue, from which it may be learned that several officers or members of the Ontario Motor League had a place on its programme, and that a resolution in favor of their project was actually passed by that body.

It has been found that motor traffic is very destructive on even the best metalled roads. The surface binding is sucked up by the swift-passing rubber tires and sent flying, and even the layer underneath, with the great weight and speed of the machines, becomes disintegrated. In Massachusetts, surfacing with oil or tar mixture is being tried, with considerable success. But in any case a good motor road is expensive. It costs \$8,000 per mile as built in Massachusetts, and \$7,000 per mile in New York State. At these figures, or even at, say, \$5,000 per mile, a road from Toronto to Windsor would cost the Province about a million and a quarter of dollars. That is only one of many possible lines.

The income of the Province is limited. What would be the effect on other public utilities of such expenditure in this direction? In ten years the county road system has been aided by the Province to the extent of only \$700,000. Could those grants be continued or increased?