

The Farmer's Advocate and Home Magazine

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EDITORIAL.

The really patriotic man, rural or urban, will have a garden this year.

The question now is, will there be any Turkey left for Thanksgiving this year?

You may not be able to do more: most farmers are not, but many could do better.

The man who spends his vacation on the farm this year need not be looking for "holidays."

Many a good sire is sold, just when his usefulness is beginning to be appreciated.

Some things are more expensive than others, but it is the varied diet which satisfies.

A good stable of stock is generally found on the farm which yields big crops and best returns.

When strategic retreats develop into routs, even military experts have considerable trouble in painting them into victories.

Notwithstanding the German Chancellor's skill at sugar-coating the pill, the rise of Democracy in Russia is bitter to the Kaiser.

All city people are now encouraged to keep hens. Well, if they ruin the egg market, they will help increase the price of wheat.

According to the labors of the food scientist, the man who knows beans about the actual value of foods will plant beans this year.

What is not even considered an overt act in 1917 would, a few years ago, have been branded as an outrage against civilization.

Recruiting might well be called off in rural districts until the crop is in, that is if our leaders are right when they say food is most necessary to victory.

With chores to do morning, night and noon, he is wise who chooses to wear out the seat of his overalls riding on the seeding implements, rather than his legs walking after them.

They say that 20 cents spent in beans last winter was equal to \$1.61 spent in eggs. It would be good to plant a few beans for home use and hatch pullets early to ensure winter eggs for sale.

An ex-school teacher recently called at this office. He has been farming fourteen years and says there is more money in farming than in school teaching. That's easy. There isn't much in school teaching. However, this man has done well.

The clause in the proposed Provincial Highway Bill which makes it possible for the Government, backed by motorists, to forbid any kind of vehicle or animals from the use of the road is ridiculous. Perhaps some do not want loads of hay and grain and herds of cattle to be driven along the road. If so, let these buy their right of way the same as railroads do. If this road is to be a Provincial Highway, built and maintained by the people's money, then all the people must have equal rights thereon. Certainly the automobile is not the vehicle aimed at in the clause mentioned.

Save the Safe Sire.

A few days ago we visited a 250-acre farm on which a heavy stock is kept and that stock is all of a good type. Thirty-two fat steers, almost finished to the prime degree, were in the stalls, to say nothing of the pure-bred Short-horns and the young cattle over 100 in all. We got interested in the steers, most of which were big, smooth fellows with the short, broad heads, strong muzzle, deep hearts, well-sprung ribs and thick, level hind quarters, all of which denote feeding quality and beef type which suits both feeder and butcher. We noticed four or five big roans, all of extra good type and resembling one another very closely. They were just a little better individuals than their fellow "beefers". The owner pointed them out and then he took us to the end of the stable and showed us the reason for their quality. A five-year-old bull stood there, long, deep, smooth and evenly fleshed. He was the sire of the choice steers and he was being fattened for the block because his owner could not use him longer, owing to his heifers having reached breeding age. He was straight on his pins and appeared good for several years. Yet he must go, unless some farmer sees the good in him and prevents his premature slaughter. He is just coming to his best, but thousands of the country's best sires go to the shambles before they should. A breeder of good cattle recently cited the case of the best bull he ever owned. He kept him seven years and wished he had kept him seven more. But the average age of bulls turned off to the butchers is only around three or four years. Those which have proven the right kind of sires should be kept as long as useful. The wonder is that so many farmers will keep an inferior sire, or trust to an untried calf when they could purchase a tried and proven bull of first quality for little more than butcher's price. Save the safe sires from the shambles.

The Provincial Highway Legislation.

Good roads are a boon to any country or any district of that country. For that reason "The Farmer's Advocate" has always favored increased care in road building and vastly more attention to road maintenance. There should be method and system in all road work of a constructive or maintenance nature. We have never favored spending all the money on good roads in one place, or upon one highway, for various reasons. The aim should be to do the greatest good to the greatest number and to so levy the necessary tax that it is distributed in an equitable and fair manner. In all this a Provincial Highway, or a Provincial Highway System, presents difficulties but evidently our Government thinks these are easily surmounted, and a Bill known as "An Act to Provide for a Provincial Highway System" has been introduced in the Legislature by the Hon. F. G. MacDiarmid.

There are many things to be said in favor of a Provincial Highway and there are also some arguments against it. One thing is certain, the municipalities should not be called upon to bear more of the expense than would be necessary to make and keep the road in good condition for their own use. The thirty per cent. stated in the Bill is too much. The road will undoubtedly be of more value to cities and city people than to the rural population. The bulk of the marketing is done by rail and the crops go away from the farms on foot. Besides, the Highway, as outlined, only touches the edges of many municipalities and is or will be of little or no use to those living a few miles back from it. For no inconsiderable part of the distance it will traverse a country well served by railroads. Thirty per cent. of the cost, the portion set apart for the municipalities, may amount to \$8,000 or \$9,000 per mile, if the Toronto-Hamilton road is any criterion, and some townships have as much as ten miles of it. We have often remarked that the further the control of

roads, or anything else for that matter, is removed from the people the more they cost. The upkeep of the road, in the provisions of the Bill, would be too high for the municipalities.

And then there is a clause in the Bill which gives the Government power to say how close to the roadway buildings or fences may be erected, and to pull down anything which they deem interferes. This is worth watching.

But let us quote clause 26 of the Bill: "The Minister may make regulations respecting the use of a Provincial Highway by any class of vehicles or animals or prohibiting its use by any class of vehicles or animals, and may impose penalties for violation thereof, but no such regulations shall have any force or effect until approved by the Lieutenant-Governor in Council after notice to the municipal corporation affected thereby."

This is ridiculous. What class of people is to be driven off the road? Not the motorists. If the Provincial Highway is to be simply a motor road let the Motor League buy their right of way entirely. We have nothing against automobiles or the users of the same, in fact we would that every farmer and city man could afford a car, but the farmer without a car must be allowed the free use of any road which he helps build and maintain in this free country, and he'll see that he gets it.

Helping the Farmer.

Suggestions intended to help farmers never cease. Our towns and cities seem to be supplied with never-failing springs and some with over-flowing wells. For the most part they serve about as good a purpose as laughing gas in the rural communities. From the man who would grow sunflowers in all the fence corners to the woman who would sow all Canada to broom corn, they all have what their fertile minds tell them are helpful suggestions. The ridiculousness of it all grows painful. How long would manufacturers, business men, professional men, club men, and women's clubs seriously consider any suggestions farmers might make to them to improve their business acumen and increase the value of their work to themselves and to the country? No farmer would presume to do so. We give the tiller of the soil credit for having and exercising a little more of that uncommon commodity designated in everyday parlance as "common sense". But when it comes to suggestions as to how city people might help farmers this summer, one of our readers recently mentioned something which would at least give some city agricultural fixers an opportunity to exercise themselves a little and to get away from the regular routine which makes tired business men and socially satiated young women. There are few more extraordinary things to be done in the city. This farmer suggested one. How do you think it would appeal? His suggestion was that each urban municipality buy two or three cows to be used as "practice pianos" on which the society girls, who want work on a farm could learn to milk. When fully proficient in the gentle art of milking the quiet cows, which should not require more than a few days or weeks where the students of scientific farming are so eager to help the farmer and to increase production, and further promote thrift, the girls would be ready for the great work to be done in the neighborhood of the several towns and cities. The problem of getting them transported to the farms and back was also solved by our farmer correspondent who saw in this an excellent opportunity for the men who have made fortunes out of munitions and other things to use the big automobiles which they have presented to their wives as Christmas or birthday gifts, or have purchased to transport themselves in order to save street car fare, as conveyances to take the girls out to the dairy farms where they could milk the cows and separate the milk, returning to the