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EDITORIAL.

TEST THE SEED CORN.

It is a mistake to buy seed corn shelled where it can be had on the ear, but inasmuch as the great bulk of ensilage seed corn which passes through the trade in Canada is shelled, it is largely a case of Hobson's choice. Ear corn is preferable for several reasons. In the first place, one can see what kind and variety of ears he is planting from, and reject inferior ones. The embryo will be somewhat less liable to have had its germinating qualities impaired by heating in storage or in transit. Most important of all, he can test his corn by the ear, thereby culling out those that show inferior germinating quality. There are almost sure to be a certain proportion of these which, if used for planting, would mean either blank spaces in the field, or, what is probably a more serious disadvantage in drilled corn, weak-growing, poorly-eared stalks. Far better in every way to buy an extra quantity of seed corn, plant the strong-germinating ears, and use the rest for feed. A tremendous loss occurs every year in America as a result of inferior seed corn.

For testing corn by the ear, several easy systems have been devised. They consist in numbering the ears, say, with a label on the butt, then selecting four or five representative kernels from each ear, and planting in a small box of sand or garden mould, divided off into squares corresponding to the numbered ears. By the promptness and vigor with which these representative kernels sprout, the advisability or otherwise of using each particular ear is determined. Butts and tips should be broken off and used for chicken or pig feed. For fuller particulars as to methods the reader is referred to the files of "The Farmer's Advocate" for this and previous years, particularly the issue of March 5th, page 397. A man is supposed, by this method, to be able to test from five to eight bushels of seed corn in a day, locating all weak or bad ears. As one writer has expressed it, there are dimes for minutes in this work.

Those who are obliged to buy shelled corn, as well as those who cannot be persuaded to take the slight trouble of testing their corn by the ear, should at least make a general germination test, in order to guard against the possibility of sowing seed so low in vitality that it will not produce a crop. This is particularly important in a cold, wet season, when only seed corn of the highest vitality may be depended on. This test should be made, if possible, before purchasing the seed, and certainly before sowing any of it in the field. In a little box of earth in the window, or between double folds of flannel or blotting paper, place one or two hundred average kernels. Keep the earth, cloth or paper moist, but not wet. If cloth or paper is used, it should be in the bottom of a plate or dish, with another plate inverted over it. The promptness, vigor and percentage of germination will indicate whether the corn is fit to sow or not, and, if sown, how much extra seed should be used to make up for defunct grains. A few non-viable ones in a sample are not of very serious consequence in ensilage corn, providing the proportion is known and allowed for, but any considerable number of weak, non-vigorous kernels may occasion much loss.

Seed corn should be tested every year, as a matter of course, but indications are that it will be particularly necessary this spring, as the unusually cold, wet season of 1907, in the corn-belt States, did not allow the corn to mature and dry out well before the season of frost.

CLIMATE AND POPULATION.

Dr. G. R. Parkin, C. M. G., formerly Principal of Upper Canada College, now organizing commissioner of the Rhodes Scholarship Trust, in a recent statement in favor of British immigrants for Canada, took the ground that the rigorous winter of the Dominion would help the country to be the backbone of the Anglo-Saxon race. "It shuts out," he said, "the negro and other colored races, and welcomes men of the British Isles, Scandinavians, Icelanders, Danes and Germans. Besides that, it means that Canada can never have a submerged tenth, like the people who sleep along the Thames embankment at night. The climate takes hold of the man by the scruff of the neck and says: 'If you don't work, and if you don't exercise the principles of thrift, prudence and foresight, and if you don't observe the moral laws, get out or I will kill you.'"

In a measure, this may be true, but, despite climatic safeguards, the already accumulating masses of Italians and Asiatics, overflowing from their densely-populated native lands, and the demoralizing hardships of thousands in Toronto's Shacktown last winter, illustrate the friction and the perils of a period when floods of population pour into our parts, unassimilable with Canadian standards of life and custom. Even with a cessation of the objectionable immigration bonus system, and occasional deportation of undesirables, the general attractiveness of Canada will sustain the inflow, to cope with which, state and school and church will need to adopt heroic measures to preserve anything like a high-grade homogeneity of population. Canada will be well advised not to lean exclusively upon the general trust that all will be well with us because the virile northern races appear to dominate the destinies of the world.

PURITY OF CANADIAN DAIRY PRODUCTS.

In the enactment of laws designed to effectually protect the good name of Canadian food products, we may find just as tangible evidence of statesmanship as in the display of international diplomacy, that in the public eye loom larger on the Parliamentary stage. Canada, at the outset, took safe and solid ground in laying the foundation of her dairy trade upon honest products. When our imprimatur goes upon cheese, it means whole-milk cheese, not a combination of skim milk and foreign fats, and even skim-milk cheese must be legibly stamped or branded as such; and when the brand says butter it means butter, not "process" or "renovated" butter, or oleomargarine, butterine, or other substitutes or imitations, the importation, manufacture or sale of which are absolutely forbidden. During the present session of Parliament, the Minister of Agriculture (Hon. Mr. Fisher), by a Bill amending the Inspection and Sale Act, perfects and makes more stringent previous regulations. With regard to adulterating cheese, a section is added prohibiting the incorporation of any inferior curd or cheese in the manufacture of new cheese, or the sale of such and the placing in cheese during manufacture or after of any foreign substance. This incidentally will put a stop to the secreting of bottles or packages containing sundry matrimonial propositions by amorous dairymen or maids, designed to reach the eyes of British availables, but to which dealers have found serious objections in cutting up the cheese, consumers having a decided aversion to trying to eat broken glass. The penalty fixed for each offence, upon summary conviction, is a fine not exceeding \$500, nor less than \$25, with the costs; in default of payment, six months' imprisonment. The Act gives the Minister of

Agriculture power to appoint inspectors for its enforcement, and regulations may be made from time to time, as found necessary therefor, by order-in-council. We notice that it is made a penalty, under the new section, 304, to obstruct or refuse to permit the lawful examination of cheese, or of stock or packages, or the marking thereof, as provided by the Act. With the increase of competition in the British market, and the rigidity of British regulations for the inspection of foods, in order to provide against adulteration, it behooves not only the authorities in Canada, but all concerned in the dairy industry, directly or indirectly, to co-operate in the enforcement of measures tending to its preservation and progress.

DISAPPOINTING AMENDMENT OF THE MOTOR-VEHICLE ACT.

Among farmers and horsemen, opinion is practically unanimous that some further regulation of automobile traffic is necessary in Ontario. While not disposed to go so far as Prince Edward Island and forbid motorists using the highways at all, eminent considerations of fairness and reason demand that the hundred-thousands of people who drive horses shall have at least one or two days a week to use their roads, free from menace by the thousands who have autos. A number of bills, among them one or two aiming to keep automobiles off country roads during a fraction of the week, were introduced into the Ontario Legislative Assembly by private members during its recent session, but, owing to their number, it was deemed best to deal with them all in a special sub-committee of the Municipal Committee. It was hoped that from this would evolve a recommendation of some substance looking to the more adequate protection of the horse-driving public; but when the new amendments finally emerged, all they amounted to were a few minor concessions, compelling the licensing of drivers by the Provincial Secretary; forbidding persons under seventeen years from running autos on public streets or highways; compelling motorists, on meeting frightened horses, or on being signalled, to stop and shut off the motor, and, if necessary, to assist the driver to pass; and requiring them, when meeting a funeral, to stop, and, where possible, to turn into an intersecting street or lane until the procession has passed. These, while very good so far as they go, do not begin to meet the case. A radical amendment, introduced by S. Clarke, M. P. P., of North Northumberland, was by the Premier refused consideration, unless, according to rule, five members should signify their desire for it to be voted on. We are assured by several who were present that five members did stand up, but the Speaker claimed that he counted only four, and protests availed not to change his ruling. While it probably was inconvenient to introduce new legislation at that advanced stage of the session, yet the disposal of this protest against the somewhat abortive effort of the committee will be far from enhancing the popularity of the Government. The truth is that the Legislature has yielded to the specious argument and pressure of the moneyed classes who use automobiles, or are interested in their manufacture. There is just one remedy left to be applied. Pressure of public opinion must be felt in the forthcoming elections. It does not necessarily mean a change of Government. It does mean that every candidate should be sounded and obliged to declare himself positively on the subject of automobile legislation. Improvement of roads and the safe use of them will be a good platform plank for every rural candidate. The fight must go on.