

about an inch around this pipe, where the water can be introduced to the center. The plug will not then need to extend beyond the end of the casing, and will not catch on the handles, which are fastened to the center pipe to draw the roller. These handles can be made of wood, but iron handles are neater. In filling, put in plenty of wire or hoop bands of some old barrel. Soak the pails in water for some time, or they will swell and crack the cement.

If a casing of 24 inches is desired, then two cheese boxes could be used; they are 16 inches across. If 16-inch casing is wanted, a nail keg could be put in the center. For a casing of 2½ to 3 feet, a barrel could be put in the center, getting the size to suit the casing. The bigger the casing, the better, as a larger space can be left in the center.

In fact, as good a roller can be made this way for very little as the all-steel rollers that are made to be filled with water, and cost \$40 to \$50. The only thing is to get some material for a casing that will hold the cement until it hardens.

GEO. RICE.

### Ontario Crop Bulletin.

The following statement regarding the condition of crops in the Province, based upon reports of correspondents, under date of August 5th, has been issued by the Ontario Department of Agriculture:

**Fall Wheat.**—According to the May bulletin, this crop suffered more or less from winter-killing in many counties, and a considerable area of fall-wheat land had to be plowed up, or was resown with spring grains. Returns just to hand show a wide variation both in yield and quality reported, ranging from poor to good, but the average yield per acre will be decidedly less than usual. The excessive heat and drouth that prevailed at times in May and June caused the crop to be shorter in stand than usual, and some of the grain is described as having been shrunk by premature ripening. On the other hand, some correspondents speak of the kernel as being plump and a good sample, and claim that fall wheat is the best grain crop of the year. The straw, while short, is generally clean and bright. Smut was reported by only a few correspondents, but occasional mention was made of the presence of Hessian fly in every county west of York and Simcoe (inclusive), except Grey, Bruce, Huron and Essex. Harvesting was earlier than usual, ranging from the 3rd to the 22nd of July, and weather conditions then were on the whole very favorable.

**Spring Wheat.**—This crop, like all the grains, suffered from the drouth and unusual heat of the season. Although short in straw, heads have filled in very well, and the grain is said to be of good quality generally. While some spring wheat was harvested in the last week of July, much of the crop remained to be cut when correspondents reported. There is less spring wheat grown in Ontario than formerly.

**Barley.**—This crop will also be below the average in yield. The straw is described as being short but clean. While the grain will be rather lighter in weight than usual, owing to the great heat and drouth, no complaints of discoloration have been received. Cutting ranged from the 10th to 28th of July.

**Oats.**—Oats have fared the worst of the grain crops, although some good yields are reported. Owing to the heat and excessive drouth during growth, the straw is very short, although standing up nicely; but the heads are not well filled, nor is the bulk of the grain as plump as usual. In several sections of the Province a heavy wind storm threshed out some of the ripening oats. Complaints of rust have come from different districts. While some are through harvesting oats, others have not yet begun cutting.

**Rye.**—Where grown for grain, this crop has been of fair yield and quality, although short in straw.

**Peas.**—The unusually high temperature prevailing at different periods of the growing season told severely upon peas, reports of the blossoms drying up, owing to heat and drouth. Some correspondents say a portion of the crop had to be cut for green feed, owing to poor podding, although some good yields have also been reported. Only odd mention was made of the presence of the weevil. While some of the crop is yet green and growing, a considerable portion has been harvested.

**Beans.**—There has been too much heat and too little rain for beans in the first stage of growth, but some correspondents are of the opinion that there is ample opportunity for the crop to pick up before it is ready for harvesting in the early part of September.

**Hay and Clover.**—Clover did not winter well, and in many quarters the excessive heat and drouth of May and June added to that drawback. However, while in the Western half of the Province the hay crop will average low, good yields

are reported in many of counties in the eastern portion. The crop was well saved, generally speaking, and, where not delayed too long in cutting, is of first-class quality. Red clover did not do so well as timothy. The crop has been remarkably free of insect pests this season. Cutting extended from the 20th of June to the end of July.

**Corn.**—Late planting, owing to drouth of May, was the greatest drawback to the corn crop. Once the young plants got a start, the heat that was so trying to the cereal crops by unduly hastening ripening, rather suited growth, except in a few instances, where the drouth was almost too much even for corn. Recent rains will bring the crop forward with a leap, and a good yield is anticipated. Corn is steadily growing in favor as a fodder crop.

**Tobacco.**—The ground was exceedingly dry at planting, and the crop did not get a good start, while the ensuing hot and dry weather was trying to growth. In some fields, grubs also attacked the young plants, necessitating considerable re-sowing. Notwithstanding these drawbacks, the present condition of the crop is described as being from fair to good, while the expected yield ranges from half a crop to a ton of dry leaf per acre.

**Potatoes.**—A light yield of small potatoes will be the general rule, as the season has been too dry and hot for best results. Early-planted suffered most, and some correspondents claim that timely rains may yet redeem those later grown. The Colorado beetle has been more complained of than for years. Blight was reported in two or three places in some of the eastern counties, but no mention has been made of rot.

**Roots.**—All classes of roots experienced a poor start, on account of the drouth delaying or preventing the seed from germinating. Early-sown turnips look better than those put in later, but the crop generally is reported to be doing poorly. Mangels are more promising, and, with favorable growing weather, may yet make a good show. Sugar beets are described as looking thrifty.

**Fruit.**—Some correspondents claim that the unusually hot weather at time of blossoming affected the setting of fruit. Apples will be light in total yield, as, in addition to poor setting, a considerable portion of this and other fruits was blown off the trees by high winds late in July. Winter apples will be scarce in nearly every locality, but in most quarters there will be a fair supply of Duchess and other varieties. All classes of apples are much freer from spot or scab than usual. Pears, while greatly thinned by the wind storms, are yielding better, relatively, than apples. Plums range all the way from poor to heavy in yield, and have done best where sprayed. There will be a medium yield of peaches; the later varieties give the best promise. Cherries, as a rule, did well, although some complain of poor returns. Grapes, so far, have every prospect of success. Small fruits promised well early in the season, but failed to fulfill expectations, owing to the intense heat prevailing just before ripening period.

### Ragweed.

Editor "The Farmer's Advocate":

Now is the time to look after ragweed and prevent its spreading all over the farm and country. It is now coming fully into blossom, and any plants that have reached that stage and are cut off will not produce any mature seed, and will die this autumn.

In the first place, I would like to emphasize the roadsides as a place of danger. In the Lake Erie counties, where this weed is most prevalent, too many roadsides are seen which are neglected. The result is that the mature seed is carried by vehicles of all kinds from the roads in wet weather to different parts of the farms in the locality. It doesn't seem that there is any reasonable excuse why it should be left to seed, and then have this seed distributed by the wind over crusted snow in the winter time, when only a short time would be required to use a mower to mow them down. Why will not the municipalities see that this is done? Where fresh grading has been done in recent years on the roads, it affords an opportunity for weeds to grow that didn't obtain when it was in a stiff sod. While the roads are unquestionably improved by grading, it is no reason why weeds should be left to flourish in the new-found seed-bed. If municipalities, through their pathmasters or road commissioners, will not do this, it should be somebody's business, surely, to see that it is done. If the railroad companies didn't see the weeds along the railway lines, there would be a howl through the country. But they are looking after them pretty well. Too frequently, just over the fence in many a farmer's field may be seen the same weeds going to seed, and furnishing some seed not only for themselves, but for the railway companies. As farmers, we should be consistent, and clean up our own back yards.

But it will be urged we have no time, the help is scarce, and other work must be attended to. How long will it take to hook on a mower to do

the most of it after the crop is removed from the field? Will it not pay as well as any kind of work? Why not keep a few sheep to help us? What's wrong about letting sheep pasture the roadsides? One doesn't see many weeds on roadsides where they are allowed to run. Something must be done about this menace, and done right away.

In the second place, the stubble fields should be plowed or disked over as soon as possible after the crop is removed. If this were done every year, the field would soon be comparatively free of ragweed. This practice is bad for all kinds of weeds, and good for the land. Try it out and see.

In the third place, all the meadows should be clipped with a mower where ragweed is bad before the seed forms, and this practice will lessen the trouble a great deal.

In the fourth place, those spots in the clover-seed fields should be cut early, where ragweed and other weeds are growing, before they seed, to prevent clover-seed contamination. Don't forget that a short rotation with corn or clover will help to do the weed trick.

T. G. RAYNOR.

### Would Tax Horses and Exempt Autos.

Editor "The Farmer's Advocate":

I have read your article on "Autos and Dust," in your issue of August 3rd, 1911, and was surprised to see the stand you take, but when I read the article of August 10th, from a York County man, I thought it was high time someone said something, for, as every person knows, York Co. has more poor and bad roads than any other county on the map of Ontario. Who have we to thank for these roads? Is not their whole control in the farmers' hands? They go out to do the roadwork and expend the money that is commuted, and what work it is! Each one has a different idea of roadmaking, and when the "roadwork" is done, the places that they have touched are not fit for use.

See what they do: They open up a pit, and send men and teams to draw out the gravel, paying owner of pit so much a yard, and telling the men with teams that when they have made so many trips their day's work is done, and they can go home. I have seen them going home at 4 p.m. They make no selection in the pit, but take out everything they come to but stones that would take too much exertion to put on the wagons. Then we have to drive over this stretch of rubbish until, by actual wear and tear these stones are either pressed into the earth or knocked to one side by the wheels and horses' feet, thus losing what would be the very best road material available, if it was put in in proper shape. Then, another thing we have to thank our farmers for are the deep ruts you make in the roads with your heavy loads on your narrow-tire wagons. When you go out with a load of wood, or stones, or straw, you scatter it along the roads, and drop boards off your wagons; and when you come to a hill, you select the largest stone you can find to block your wheels, and when you start again you forget to remove it.

There is another thing that I have never seen any writer on this question touch, and that is the traction engine. I maintain that these cause great damage to the roads. They are so heavy, and the wheels are so constructed that the whole surface of the road is loosened and displaced to the depth of an inch by them passing over. When they come to a soft place in the road, a man will jump off, get a rail from the fence, throw it under the wheels, and pass right on, leaving the remnants in the track, to the ruin of both horse and buggy.

Now, Mr. Editor, is there any remedy for this state of affairs? I think so; but I don't think there is until we change our system. I would ask the farmers who read this article to think it over, and ask themselves if they would run the business of their farms on the same basis as the roads are run to-day. When you get a man to come and work a day for you, do you let him go home at four o'clock? When you are putting in your stables, do you go to the gravel pit and take all you come to, draw it home and select there what you want to use, and leave the rejected stuff kicking around under your feet? Do you, when you go out to cut a field of grain, treat it as a holiday, and put in the day as easily as you can? Then, if you do not do these things on your farms, why should you allow them done on the roads?

I would favor commuting the taxes; the purchasing of a steam crusher and heavy steam roller by, say, three or four townships together, and the control of the roads put under a commission who could keep the work going the year round. And if there is any extra taxing to be done, tax the traction-engine man \$5 per annum per horsepower; the farmer an extra dollar for every horse he has on his farm, and let the automobile man alone until you can give him and, incidentally, yourself, something decent to drive over. He has already no say in the making of the roads,