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W. A. CLEMONS for Buttate Freitetes

The author of "The Farmer and The Interests" says, "When I homestended on the prairie 33 years ago, the farmer got just about half of the value of his production. If he produced \$700, worth from a quarter section of land he retained \$350. Today he retains about 35 per cent." He then gives the remedy for this condition of affairs. 75c postpaid.—Book Dept., Grain Growers' Guide, Winnipez.



may be necessary, and certainly should not be a deciding factor, if the horse is

not be a deciding factor, if the horse is the right one.

Often when the stock of a district has been distinctly improved some scrub horse or a horse of fair appearance but scrub breeding power comes in and breaks up the continuity of type and the good already accomplished. Ability to sire good stock is the one real point worth considering at all in a sire, and the breeder who expends a little special effort and search for stallions that have effort and search for stallions that have proven themselves is doing a real service to himself and his community.

ALFALFA IN SASKATCHEWAN

In May, 1904, I sowed three acres of In May, 1904, I sowed three acres of alfalfa, using twenty pounds of seed per acre on well-drained clay loam which had been summerfallowed the previous year. I did not inceulate the seed but sowed it broadcast, obtaining a good catch. In 1905, however, the plants turned yellow, and by 1906 only a few plants were left alive. In May, 1914, I again tried growing alfalfa. I purchased sixty pounds of seed out of a car brought from South Dakota. The seed was inoculated with culture obtained from the Manitoba Agricultural tained from the Manitoba Agricultural College, and after it had been mixed with crushed barley was sown with a shoe drill on three and a half acres of land where roots had been grown the previous year. In 1915 the field was cut once when well in flower and when cut once when well in flower and when the new growth was starting in the crown of the plant. The yield was eight loads, but I did not give it a second cut in 1915. In 1916 the alfalfa was given a first cut as in 1915 and yielded eleven loads. When the plants had begun to flower a second time it was cut again, and this time the yield was three loads. This left the plants with plenty of top in the fall No cultivation was given after the second cut. After the hay is cut it is raked as soon as the plants begin to wilt, and left in as the plants begin to wilt, and left in the winrows until it is dry enough to be stacked or put in the mow. If it is put in the mow it must be drier than when it is put in the stack. If it is too dry the leaves will break off when it is handled. My first failure I believe was due to lack of inoculation.

J. McLe. J. MeL

Moosomin, Sask.

GOOD BOADS AND HORSES

Good roads campaigns and an in-creased use of automobiles for both industrial and pleasure purposes is de-creasing the demand for the one-time popular light harness horse.

The State of Massachusetts leads in

North America in liberal appropriations for the construction of concrete, macadam, crushed stone and brick paved thoroughfares, and now operates under a commission eleven hundred miles of improved public roads. Massachusetts is the first state to compile a record of the classified traffic on her public roads. The roads are under state supervision. In 1909, from 238 stations, observations were recorded of the volume and character of traffic, which was classified as 61 per cent. horse drawn vehicles and 39 per cent. of motor power propelled vehicles. The record was compiled from counts made during fourteen hours of seven consecutive days. adam, crushed stone and brick paved

lays.

In 1912 another tabulation was compiled, which reversed the 1009 record, by crediting 63 per cent. to motor vehicles and 37 per cent. to horse vehicle traffic. The annual report of the commission for 1915 revealed that 82 per cent, of all traffic on the public roads was conducted by motor propelled ve-

Horse Vehicles Decrease

From 1909 to 1915 the traffic on the Massachusetts roads increased 145 per but self-propelled vehicles incent., but self-properied vehicles in-creased 420 per cent., while horse drawn vehicles decreased 30 per cent. The average traffic per day in 1915 was 82 meter runabouts, 380 touring automo-biles, and 38 motor tracks. The average during the same days was 80 one-horse drawn vehicles and 26 two or more horse drawn vehicles.

This gives a fair idea of what is hap-pening with light harness horse traffic

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Red Fife, McKenzie's Gold	8202			
OATS—*Banner (10 bus quantities or carloads)	K. 74	8.10	2.75 8.25	will helprovide inced in
Strain Banner, Registered *Seger or Victory (10 bus. or		1.20	1.38	Veget througho summer.
carloads) Seger or Victory Seger or Victory, Registered *Abundance (10 bus. quanti- ties or carloads)	K. 72 8218 K. 72	1 05	1.10	750 to OTH SPECIA
Abundance (Regenerated) *Gold Rain (10 bus, quanti- lies or carloads) Newmarkst Garton's 22	3217 K. 76 3214 3293	1.05 1.05 1.00	1.18	SHERW
RYE—6pring—produces abundant hay crops Winter BARLEY—0.A.C. 21	3218 3218 3219 3296	1.85	2.00 1.80 1.88	SOLANS PERL
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