

THE ROAD OUTLOOK IN ONTARIO

WHAT system of roads will Ontario adopt? What standards of construction will she assume? When will the work of construction commence? Such are some of the general questions that users of roads are turning over in their minds, and coupled with this is the personal question, how is the scheme for road improvement going to affect me? The following paragraphs do not pretend to give answers to these questions for no answers have as yet been framed. It is known definitely that the Province, through its Legislature, is committed to the extension of improved highways, but no fund has as yet been established, no machinery of administration created or no plans and specifications have been drawn. The council will meet during recess and the matter will not be taken up until then. The outlook, however, is far from speculative. Much is known about what the public want, and what they want they have a way of getting. Something of the improvements forthcoming can therefore be foreshadowed.

LET THE PEOPLE SAY

The future road development of Ontario will depend upon the people themselves. The treatment accorded each locality will depend on what that locality wants, and on how badly it wants it. It is the avowed intention of the Provincial Government to appoint an investigating body, upon which will devolve the responsibility of making a province wide study of the whole highway problem. Among other things, this body will hear deputations from various parts of the province, who will be given an opportunity to present the conditions and requirements of their respective districts as meriting a place in the general scheme. Road work to so great an extent a matter of local concern that one central body would find impossible the task of properly allocating and prescribing for all the roads needing attention. It will remain, therefore, with each municipality to make out its own case.

The province has already made considerable advancement under the Act of 1901 for the Improvement of Highways. By this Act certain systems of roads, selected according to traffic requirements, are assumed by the counties, and approval of the Provincial Government grant of one-third is extended for construction. Twenty counties are now operating under this Act, and over 240 miles of road was constructed last year. The total length of county systems under construction is over 3,600 miles. Future plans for highway development will undoubtedly include the provisions of this Act which have been so successfully administered. Amplifications, however, may be made as, for instance, in the amount of the grant available from the province.

WILL PROVINCIAL GRANT INCREASE?

An increase in the assistance from a third to a half has long been talked of in municipalities throughout the province, and such an increase would certainly prove a great stimulus to road building. Another question that has been the subject of increased agitation is that of provincial assistance in the maintenance of roads. Heretofore there has been scant provision for upkeep, and the roads have consequently suffered. Both the questions of increased assistance in construction and of maintaining a system of maintenance are to be taken up in the very near future, and some kind of official pronouncement will be made upon them.

The selection of roads to be improved will be left for settlement between the municipalities and the forthcoming Commission of the Highway Department. Estimates have already been made, however, resulting

in the deduction that an improvement of approximately 17 per cent of the roads would accommodate over 80 per cent of the traffic. The system selected therefore will naturally conform to the highways incorporated in this percentage. It must be noted, however, that the 17 per cent referred to is not composed of the sum of certain definitely assigned roads, and there will be room for considerable discrimination within the bounds of each locality as to which two out of three roads or which one of two roads, etc., is best suited to become a leading route.

HIGH STANDARD OF CONSTRUCTION The matter of construction will also come up for settlement. About this, however, little can be said now beyond stating that the Commission will, in addition to its other work, go into the matter of road building material in the province, and that any extension of government assistance and supervision will involve an insistence on certain standards of construction as in the present Act. Of course the structure of any given road depends upon a number of considerations, including traffic requirements, the character of the country through which it passes and the funds available for the work.

When we come to the question of commencement, that will depend on the individual locality. The policy of the Provincial Government in the past has been to leave the initiative in the hands of the municipality. After all, the roads are primarily for the municipalities, and improvements therefore should be optional with them. The people are not to have the roads thrust upon them. They must show the way.

Pointers by Mr. Grisdale .

In deciding the crops to grow on the dairy farm, the points to bear in mind are succulence, variety in the ration and quality or palatability. The chemical composition may be exactly the same in two rations, but a cow will give 10 to 20 per cent more on the ration she likes. Hence the wisdom of providing for variety in the ration.

It is well to count on growing one-quarter to one-third more feed than you will need.

Don't say, "I guess I will have corn in this field and oats in that," but have a regular cropping system.

Where there is much rough land on the farm I would take the arable land and follow there a three-year rotation. The crops I would grow are corn ensilage, a small amount of roots and grain seeded down.

Here is my seeding system: Six pounds timothy; two pounds alfalfa; 10 lbs. red clover and six to eight pounds of alfalfa. It may seem heavy but it pays.

Corn ensilage should be the staple crop on every farm in Ontario to-day, in the greater part of Quebec, in New Brunswick and Nova Scotia, but possibly not in Prince Edward Island.

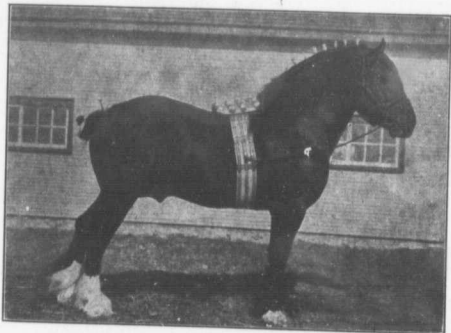
Practically the only hard work in corn culture is the throwing of corn on to the wagon and from the wagon on to the cutting box.

I have seen corn put into the silo at Ottawa one season and taken out in three years just as good as when it went in. Of what other feed can you say this?

Corn is about the only crop that will do well on any kind of soil.

It cost us \$1.60 to produce one ton of corn ensilage at the Experimental Farm at Ottawa in 1912. This includes all costs, including the rent of the land.

These brief paragraphs were typed down by an editor of Farm and Dairy when passing to an address given by J. H. Grisdale, Director of Experimental Farms at Ottawa, at the Dominion Dairy Convention at Kingston last winter.



"On Guard" (13409), The 1913 Ottawa Grand Champion WILL STAND FOR SERVICE

At the ALLISON STOCK FARM, CHESTERVILLE, Ont.
SIRE, Prince Studly (2881); Dam, Lady Pride (14628); GRAND-SIRE, Cedric (2262); Dam's Sire, Baron's Pride (3067).

We will accept a limited number of mares for this Horse. Terms: \$50 to insure, Mares kept at owner's risk, \$1.50 per week. For further particulars apply to the owners'

ALLISON BROS.
CHESTERVILLE - - - ONTARIO

Manor Farm High Testing Holsteins

I have now in my herd some of the highest testing Holsteins in Canada; 11, which I have recently tested, averaging over 4 per cent. fat.

I am entirely sold out of bull calves; the last out of Mercena of Campbelltown going to Mr. John Anderson, Oxford Mills, Ont., and it ought to make an excellent herd header for him. Am now booking orders for June calves.

The calves from my herd sire are in great demand, and you will have to speak quick if you want one.

The service fee of Prince Hengerveld of the Pontiacs (brother to Spring Farm Pontiac Lass, 44-152 lbs. butter in 7 days; 172 lbs. in 30 days, champion of the world and no wonder, she being a daughter of King of the Pontiacs, the greatest sire ever known) is now \$100 to approved cows only.

GORDON S. GOODERHAM
The Manor Farm - Bedford Park, Ont.