

## Another "Simplex" Feature

### Easy Access To Gearing

NOTE the illustration. Instant access to the gearing of the separator is had by removing the large housing on the rear of the machine, and without disturbing any of the moving parts.

THE entire machine can be taken apart in two or three minutes and reassembled in about the same time.

THE clutch is the one-piece automatic safety clutch that has been so successfully used on the previous "Simplex" models.

AS far as possible the parts in all four sizes have been made alike and interchangeable. These include the principal parts of the frame, the gearing, bearings, tinware, etc. It is only by this system that such a

## High Grade Machine

can be purchased at the prices.

THE ease of running, ease of cleaning, simplicity, self-balancing bowl, interchangeable spindle point, low-down supply can, the general pleasing appearance, and the perfect skimming of the "Simplex" make it the favorite everywhere it goes.

THERE are other advantages in favor of the "Simplex." These are explained in our literature, which will be mailed to you free on request.

BEAR in mind, too, that we are agents for the B-L-K Mechanical Milker. Tell us how many cows you milk, and we will give you estimates on what it will cost you to install a B-L-K.

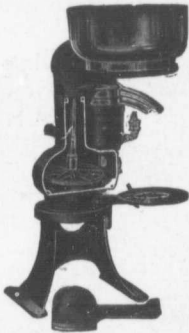
SEE our Exhibit of Milking Machines and Cream Separators at Toronto and Ottawa Exhibitions.

## D. Derbyshire & Co.

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WE WANT AGENTS IN A FEW UNREPRESENTED DISTRICTS



Showing Simplicity and Accessibility of gearing. Removing the body-housing exposes the gearing and lower bearings of the Simplex.

## THE IDEAL BACON HOG—A COMPROMISE WITH THE PACKER

J. A. Macdonald, Carleton Co., Ont.

I WAS pleased to notice the amount of discussion on my article in the Farm and Dairy last spring, on the present day hog raising. There is nothing like discussion to bring out the pros and the cons of an important question.

The old time Canadian hog of 20 years ago which I recommend to go back to is not to be compared with the American corn-fed hog by any means. Canada never provided the American type of hog, simply because she couldn't not having any corn to feed. The Canadian hog, therefore, has always, and always will be, a sort of bacon hog, by reason of the variety of feeds given the animal.

Very little corn is fed to pigs in Canada except, perhaps, in some parts of Western Ontario. The feeds given the Canadian hog never make an American thick fat or lard hog. Then, too, Canada is strictly a dairy country and large quantities of dairy refuse, as skim milk, whey, buttermilk, etc., are constantly being fed hogs which tends to lengthen the body and make lean meat. The few importations of Yorkshires and Tamworths by the Canadian packers made the Canadian bacon hog. Canada always produced the bacon hog, except that formerly the pig was held for heavy weights, as 300 to 500 carcasses, while now, light pork, of 160 pound carcass, is preferred and fetches the highest price.

### THE DURO-JERSEY YORKSHIRE CROSS

The Duro-Jersey breed of pigs are few in the provinces of Canada. The splendid qualities of this breed should be better known by Canadian farmers. A few years ago my father, who is quite a hog-man, bought a young sow of this breed at the county exhibition where it stood for a prize winner. So well was he pleased with this young sow that he bought her with her from the same breeder; in fact this man was the only farmer in the county that bred Duro-Jerseys, and in the latter purchase he was not disappointed either. I never knew a pig to thrive as this Jersey hog did, and I never knew a breed of pigs so easily kept fat. This, indeed, is the breed that is "always ready for the knife."

Another great point of excellence in the Duro-Jersey is their remarkable docility; and this point is of no small importance. A dog is not a more docile than are those Jersey Reds. In this point, and also in their easy keeping qualities, they are superior to the Yorkshires.

But the Duro-Jersey is not a bacon hog by any means, from the packer's standpoint, and for this reason would not, some years ago, when the market discriminated, fetch the price the Yorkshire did. The pig demanded by the modern market is exactly opposite in traits to the Duro-Jersey, except one thing, its easy keeping qualities and early maturity. The bacon hog must be long and deep in body, light in the shoulders, head, jaw, and neck, fine in the bone and oval, with a large proportion of lean meat, and one of quick growth in its youth. The Improved Yorkshire comes nearer to this ideal than most breeds, if we except the Tamworth, with the exception of the last requirement—quick growth in its youth.

### WHY CROSS IS DESIRABLE

Now the Yorkshire is remarkably light in the head, neck and jaw, of great length giving a long side of bacon, but not nearly of such easy-keeping qualities as the Duro-Jersey-Reds are. On this account a cross of the Duro-Jersey on the Yorkshire will make a bacon hog ideal both to the farmer and the packer. This one

breed will be compensated by the other.

How shall we cross? Shall we use the Duro-Jersey sire, or dam, or vice versa. This is a most important point, and one that is easily settled. It is a fixed law of breeding that the dam should show evidence of being large and the sire, on the other hand, short and compact. The Yorkshire, then, is nothing if not rangy and lengthy, capable of farrowing large litters, and owing to his great length can accommodate, i.e., suckle, a large litter.

To get the short and compact boar, the Duro-Jersey eminently fits the bill, and in addition we have the easy-keeping qualities and remarkable docility. Then, for the ideal bacon hog we cross the Duro-Jersey boar on the Yorkshire sow, using in all cases, if at all possible, pure breeds, on each side, that is pure bred sow and a pure bred boar. This is what my father worked into and advises others to do the same. The progeny of such a cross are fairly large, and certainly sleep in the yard with medium sized neck and jaw, and of good, easy-keeping qualities, that will attain a weight of 200 pounds, at six months without much forcing; and will "ship" ways be ready for heavy weights.

This cross is very popular wherever tried. A Duro-Jersey boar of my father's served eighty-six sows one fall, for outside service, in addition to his own. Every one was pleased with the results of this cross.

## The Farm Automobile

(Western Farmer)

The farmer needs to choose his automobile more carefully than the city man because of his many and varied purposes. He is also going to use it on worse roads and put it to more severe strains.

A machine that will glide along fine on city pavements may prove very limited in use on bad country roads. On the other hand, a good machine for country roads is equally good anywhere.

Farmers use the auto for hauling things to town—sort of a rapid delivery affair. There are cars that have removable seats so a deck can be made to haul milk, grain—anything. There are machines that can be transferred into portable engines for running many things by attaching to shafts underneath.

One thing sure, farmers want a high wheel car—whether of the buggy type or the low-down type. Nearly all recent makes are of higher wheel type formerly. An under part provided by a certain top keeps wheels from getting wound around the working parts.

Simplicity and strength must be considered, for you are far from an expert repair man. After getting a car, don't monkey with the thing. If it balks get an expert to about you the trouble or repair it. Better spend money on expertise than ruin a good car. Just a little out of adjustment and the car works hard, or use too much gasoline, or is uncertain in its action.

Don't be in a hurry after getting the auto fever. Investigate carefully. Get catalogues and study them until you dream about autos. If possible examine the car of your choice carefully and have an expert explain it to you.

**A Reminder.**—Did your subscription run out July 1st? Just look in the wrapper on your paper and see. If it did, please send in your renewal at once; we'll be looking for it. Farm and Dairy, Peterboro.

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Each Week

Vol. XXXII.

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