

Cream.

of cream, turning upon a "rich" as there are cream containing which feed on the less cost per pound churn to butter. All of rich cream, to the other reports ons that a for 122 lbs. 17½ per price paid must have we desire to the creamery g unusually still we feel exercise very 1 when pro-

for cream among some see who can try. This is beyond that enless com- great deal of

the waste with a grade thers. This e—what one r would call y" or "aver- cream. Rich got by in- he speed of ator, by de- the feed, or tment. As a limit of n increasing, and as de- the feed re- capacity of e, the more plan of ob- cream with percentage of o a just a "cream or a "skim- w." In the size of the is decreased im-milk can out of outlet centre of the is to collect, amount of While this nning in at e of the out- rely obstruct- of the milk, out the skim- r hand, if it crew adjust- the skim-milk rich cream, le for more m-milk than It is un- adjustment skimming and on this prin- But the cry ge, or perfect with a high running to

handling very (lusi) out the is transferred r less of the difficult to re- The tendency is to spoil the ion causing a be used for s undesirable

ple properly who does the sample cream shipper cent. cream 45 per cent. ere the cream

tests 50 per cent. fat. This amounts to 47.6 cents on a ten-gallon can of 40 per cent. cream and 92.7 cents on a ten-gallon can of cream testing 50 per cent. fat, when milk-fat is worth 35 cents a pound, as it is at the time of writing this article.

The writer does not wish to throw any cold water on the rich-cream campaign of education which has been so well carried on by Creamery men, Dairy Instructors and Dairy Educators everywhere, but we wish to call the attention of farmers to the fact that it is quite possible to overdo this matter, and that serious losses may result in skim-milk handling, and in testing, where the cream tests 40 per cent. fat and over. My readers are probably ready to ask, what per cent. of fat in cream do you recommend?—which is a fair question and one which we shall endeavor to answer briefly.

Taking all things into consideration, we advise a cream testing between 30 and 35 per cent. fat, preferably between 30 and 32 per cent. of the separator can be controlled so as to give cream within this narrow limit of fat content.

By the way, for years we have been preaching and teaching the great need there is for some simple speed regulator for hand cream separators. We saw one of these lately which, if it proves satisfactory in actual tests on the farms of this country, ought to be a great help in solving one of the vexing problems on dairy farms where cream is produced for sale, namely, a uniform fat content in the cream. Uniform speed of the separator is the most important factor in obtaining uniform fat content in cream.

O.A.C. H. H. DEAN.

John Bright, Live Stock Commissioner, informs us that the Minister of Agriculture, Hon. Martin Burrell, has approved of the alteration of one of the rules governing the Canadian Record of Performance. This rule read as follows:—"In the four-year-old class and the mature class, no cow will be accepted for registration of performance if the beginning of her previous lactation period was more than fifteen months before the commencement of the test." As altered the rule will read:—"In the four-year-old class and the mature class no application will be accepted unless the date of previous calving is given."

HORTICULTURE.

Freight Rates.

By Peter McArthur.

Yesterday we had a meeting of the Glencoe Fruit-growers' Association to discuss the advisability of being represented before the Railway Commission when the application of the railroads for permission to increase their freight rates on apples and other fruits is to be taken under consideration. To most of us the news was a shock. Those of us who have had experience in shipping apples to the West felt that the railroads were already getting all that the traffic would bear. Although we were not in a position to have the authoritative facts we were given to understand that it is proposed to increase the rate to Winnipeg at least fifty dollars on each carload lot. To points farther west the increase will be in proportion. On the other hand the fruit-growers of the Pacific States and British Columbia are not to have their rate changed, although they already have a distinct advantage over the Eastern shippers. This would practically drive Ontario apple growers from the Western market. It was certainly the most discouraging bit of news we have had for some years. We agreed at once to send our President to register a protest before the Railway Commission. It was the only thing we could do. Even if we had wanted to employ the best legal brains that money can buy to present our side of the case they have been employed already by the railways, and will be there to oppose whatever ideas may be advanced by our representative.

I suppose the explanation of this application for increased freight rates is the same as Bill Nye got when he asked the railroad restaurant keeper why he charged two dollars for a ham sandwich? "I know the price is high" said the restaurant keeper, "but I need the money."

The railroads probably feel that they need the money. Not being one of those who think that the chief end of Canadian railways is to produce millionaires I am not convinced that the increase in rates is at all necessary. With the business of the world in the state it is in our great Canadian game of millionaire-making might mark time for a while. In a time of trial like this it is no more necessary that the railroads should declare big dividends, and do business as usual, than it is that the grocery stores and every other little business should be held up to the standard of past prosperity. As I understand it the chief business of a railroad is to give a necessary form of public service, and to enable them to do this our Canadian railroads have been granted

privileges, and given cash assistance to an extent unheard of in any other country. Since Confederation we have given our railroads assistance that has been estimated at over one thousand million dollars. The men building and managing these railroads have accumulated fortunes whose aggregate must equal a large percentage, possibly one-half, of this amount. And yet, at a time of national trial when the ordinary citizen of the country is compelled to shoulder burdens of every kind, our railroads, instead of helping, are apparently trying to increase our burdens so that they may continue their profits. I am afraid that they will get themselves disliked.

I have been wondering what would be the result if the fruit-growers of Ontario applied to the Railway Commission to have a physical valuation made of the railroads so as to get a proper basis for fixing freight rates? I know that this request has been laughed out of Parliament because of the trouble and expense it would involve. But as matters stand we are forced to pay freight rates that are based on extravagant construction, management, and over-capitalization. No matter how the railroads run their affairs they expect to be allowed to charge rates that will show a profit. The producers and consumers have to pay the cost, and the men who carry on this incredible sort of business make millions and win titles. The only check we have on their rapacity is the Railway Commission. It has already done much, but much remains for it to do.

Compared with other questions the case of the fruit-growers may not bulk large, but it comes home to the farmers of Ontario with full force. The apple industry already has so much to contend with that many farmers are talking of going out of it altogether. If the rates are increased so as to rob us of our best markets while those markets are made easier of access to our competitors we may as well give up. I am hopeful that on this occasion the Commissioners will aid the farmers who are to appear before them with their own legal knowledge instead of listening too attentively to the pleas that will be made with every legal resource at their command, by the lawyers representing the railroads.

Canadians Discuss Good Roads at Toronto.

Convocation Hall, Toronto, housed the Second Canadian and International Good Roads Convention and Exhibition from March 22 to 26, 1915. This Association purports to be a Canada-wide organization, having at heart the better construction and maintenance of streets and highways. Four days were devoted to the discussion of public thoroughfares from the remote sideroad, patronized by the humble farmer and his more humble steed up to the busy city street, bright even at midnight and ever noisy with the passing of electric cars, automobiles, transports, hucksters, hurdy-gurdies and pedestrians. Construction, maintenance and finance were the three vital questions under consideration. Engineering skill can quite master the two former questions but the latter remains with the Canadian people and their financial advisors.

FINANCE.

"A great problem regarding the movement is that of apportioning the costs" declared Sir Edmund Walker. "Every city should bear a proportion of the cost for a certain distance beyond its boundaries. It is not so much the farmer who wears out the roads as the people of the concentrated centers of population. The farmer is willing to pay his just share and we must settle very definitely the relative proportions to be borne by the man whose property abuts the highway, by the township, the county, the near-by city, the Province and the Dominion."

The "ways and means" of the movement was given over to S. L. Squire, Waterford, Ont., to discuss. Mr. Squire's address was of a financial nature for as he remarked "the whole matter depends upon the costs." The speaker adopted the report of the Highway Commission which recommended an expenditure of \$30,000,000 in Ontario spread over a period of fifteen years, 40 per cent. of which money should be paid by the Government, 20 per cent. by the cities and 40 per cent. by the counties. With this expenditure as a premise Mr. Squire developed his theme. There were 15,000,000 acres of land in Ontario under cultivation and if the farmer met the total expense it would only amount to 16 cents per annum per acre of cultivated land. If the Government and cities did their part as recommended by the Commission it would then result in a tax of 5 cents per acre of cultivated land. In this wise, Mr. Squire showed that the scheme for good-road construction would not be the unbearable burden that it was sometimes considered to be. The speaker then dealt with the 40 per cent. which the county would be called upon to pay. He considered that \$5,000 per mile would be a high average cost for the gravel, macadam or concrete roads, throughout the country. The counties obligation in this expenditure according

Prompt and Careful Seedsmen.

A reader of "The Farmer's Advocate" writes: "Seedsmen are occasionally subjected to harsh criticism, but my own experience has almost invariably for years been most satisfactory. Recently I sent away for six lots of seeds to Canadian and United States houses, some of them as far away as over 500 miles and all the orders were filled without an error, seeds apparently in the best of condition and all returned within a week from the day I mailed the orders. Considering the immense mail business some of them do at this season, such promptitude and accuracy is deserving of commendation, especially as several of them are advertisers in your columns."

FARM BULLETIN.

A Suggestion.

Editor "The Farmer's Advocate":

May I offer a suggestion in connection with the Patriotism and Production Campaign?

The farmers are specially urged to increase their production to its fullest possible extent—a request with which we willingly comply—but the one great obstacle with which we have to contend in our efforts towards this end, is the scarcity of farm laborers. As there are, at present, a large number of foreign prisoners of war detained in this Province, would it not be possible to have these men distributed (in small companies under proper guard) throughout the farming districts, especially such communities as most urgently require help in such work as land-clearing, ditching, under-draining, etc., and have these men employed at this work. It appears to me that if such an arrangement could be made, that this would help to solve one of the farmers' most difficult problems, and would assist materially towards greater farm production.

Glengarry Co., Ont.

J. B. F.

to the 40 per cent. basis would be \$2,000 and of this amount Mr. Squire considered that the municipality or county as a whole should only pay 50 per cent. or \$1,000. There will still be \$1,000 to provide.

Twenty-five per cent. or \$500 should be provided by assessment for benefit. The speaker declared that all property abutting improved highways increased very appreciably in value and it would only be fair to tax this land according to its worth which would be regulated by its location with regard to the road.

The remaining 25 per cent. or \$500 should be met by commuting the Statute Labor. Mr. Squire cited one township where an assessment of \$4,000 on a 100-acre farm called for seven days of Statute Labor. This commuted at \$1.50 per day would realize for the scheme over \$50.00 per mile. If this were capitalized on a 15-year basis and bonds sold at 5 per cent. it would produce over \$600. But only \$500 were required so this move would provide for interest and sinking fund.

Mr. Squire advised 15-year bonds issued by the county and for many reasons thought long-term bonds unsatisfactory.

In speaking on the subject, "State Roads of New Jersey," R. A. Meeker, State Highway Engineer, Trenton, New Jersey, said that no bonds were issued by that State to live for more than 30 years as he considered that the lifetime of any highway. "No road is permanent," said Mr. Meeker, in the sense of being comfortably passable and modern. The "Albion Way" is permanent to view but not satisfactory to travel. Furthermore of financial interest he said that New Jersey collects over \$781,000 from motor vehicle licenses and fines and this is used for the repair and up-keep of roads.

The "pay as you go system" was advocated by H. J. Bowman, Berlin, Ont. One delegate thought that such a system would bear rather heavily upon the tenant farmer but it was pointed out that no road is permanent. There must be repair, maintenance and new construction so each member of the community should meet the debts as they arise.

CONSTRUCTION.

"An improved highway construction is as perfect as its weakest part" said Lucius E. Allen, C.E., Belleville, Ont., "and is it not essential in considering any highway improvement to make a careful study of the traffic and general requirements in connection with that highway, including as a component part the bridges and culverts?" In a consideration of the subject "Bridges and Culverts," Mr. Allen considered a bridge less than ten-foot clear span as a culvert. In dealing with this subject the speaker discussed several points in detail but