FARMING

In this department each week will be given general information to farmers and stockmen. No attempt will be made to criticize the work already being done by Canadian farmers; but an effort will be made to present to the farmers of the country summarized information contained in government reports, and the actual experiences of men and women who have achieved success in farming by following modern methods. Farmers who have found new "wrinkles" or have made a success in any special line of agriculture are invited to send short letters to this paper giving their experiences, or criticizing any of the information contained in these columns.

Vegetable Growing

CHINESE CABBAGE.

This vegetable is grown more as a novelty than for anything else, and yet in some sections it is grown for sale on the market. It resembles a head of Cos Lettuce. It can be grown on any good garden soil. It may be started in greenhouse or out of doors. Plants should be twelve inches apart in the row. It is advisable to use leaves before the seed stalk is formed.

CHIVES.

This hardy crop is practically unknown in Ontario, and yet it is used extensively for flavoring soups, etc. It belongs to the same class as onions, and is somewhat similar to them.

This plant thrives on any fertile soil. It is grown from bulbs planted 3 or 4 in a place, 15 inches apart in rows 16 to 18 inches apart. When established they will remain for a number of years. When planted early in the spring they can be used the following spring. Chives are sometimes used as young onions, but most generally the tender young leaves are all that are used.

CITRONS.

This vegetable is used entirely for preserving purposes. All kitchen gardens should have a few hills of this crop. Commercially it is not a money-maker. Any well enriched garden soil will produce good citrons.

Five to ten seeds should be planted in hills 8 by 8 feet apart.

Ordinary horse cultivation and hand hoeing are all that is necessary.

Fruits are harvested in the fall and should be used as soon as possible, for decay soon sets in.

COLLARDS.

Collards resemble cabbage to some extent in the leaf, but the great difference lies in the fact that collards never head. Leaves on an elongated stem form the edible part. Seeds should be sown in early spring in rows 18 inches to 30 inches apart, and when the plants are 3 or 4 inches high they should be thinned to stand 12 inches apart. Collards are grown only in small gardens in this province.

CORN.

Sweet corn is grown on a small scale by all vegetable growers because there is a ready sale for it on all markets in its season and because it brings in returns early in the season. It is cultivated on a small scale because in this country the demand is not sufficient to warrant large acreages. Some growers make a specialty of sweet corn of a high quality and receive large returns from a considerable acreage.

SOIL.

Corn will grow readily on almost any soil, and it is generally the poorest land on the vegetable garden on which this crop is grown. It responds readily to heavy applications of manure, however.

SOWING SEEDS.

The seed for early corn is sown in hills three by two feet apart at a depth of one and a half to two inches. The seed is usually planted with a hoe. A small hole is made, four or five seeds dropped in and the earth then replaced and tramped down with the foot. For later plantings make hills four by three feet.

CULTIVATION.

Ordinary cultivation with a scuffler and a good hoeing not more than twice in the season is all that is necessary for this crop. The first hoeing should be given to kill all weeds not killed by the scuffler, and the second to draw the earth up to the plants as well as to kill weeds.

Harvesting.

To tell when the corn is ready for eating the ear is stripped a short way and if the kernels appear solid they are ready. The tassel becomes dark brown at this time. The ear is simply bent down with a side twist which loosens it, and is removed from the stem very easily.

Marketing.

The ears are usually placed in bags when pulled and a certain number of dozens placed in each bag. It is taken to the local market in this way.

Forcing.

It has been found to be a paying proposition in a small way to plant two or three seeds in a pot or berry box in the greenhouse and get the plants started and grown to a height of from six to ten inches, and after hardening off in cold frames to transplant in the field. It is claimed that by doing this ears will be ready for market a week earlier than when planted in the ordinary way. It would not pay to do this on a large scale, but with a few plants it might prove worth while to catch the very early market.

MARKETING POULTRY.

Five Points to Remember When Raising Chickens for Market.

(1) Have good stock to start with.

(2) Keep the young stock growing every day by good feeding and provided with comfortable quarters.

(3) Aim at producing the very best quality of chickens on the market. Consumers are willing to pay well for quality.

(4) Along with quality, kill, pick, shape and dress in the neatest and by the most approved methods, customers will come right to your doors.

(5) Grading of birds into sizes is recommended. There should not be a difference of more than half a pound between the birds in any one case. Uniformity and quality should go together to ensure the best results.

GARAGE FLOOR.

The average car owner may not know that a layer of cinders six inches thick makes a very satisfactory floor for the home garage. The cinders should be thoroughly tamped down, a hose being used to wet them down during the operation. This floor absorbs grease, oil and gasoline that may leak out of the mechanism and it is, moreover, practically dustless.

STOPPING A LEAK.

If you have a leaky radiator or an obstinately leaking pump packing add a small amount of shellac to the denatured alcohol used in the anti-freezing solution. The shellac may also be used in summer in the plain water with which the cooling system is filled during the hot months.

ON PARKING.

In drawing up to the curb it is unwise to run the front wheel flush against the curb. When this is done it is often impossible to turn the wheel in making a start. In case this happens the best way to get out of the fix is to put the jack under the centre of the front axle and raise it a few inches and then push the car away from the curb and off the jack. The small drop will not hurt the car, and it will send the wheel far enough away from the curb to permit starting.

How Much Mud Tax Do You Pay?

Do you count the cost to you of poor roads? Do you know that every mud-hole in your road to town costs you hard earned dollars and cents?

As an example, you have 10 hogs ready for market and you are eager to get them there to take advantage of a high pork price. It rains and you are living on a poor road that becomes muddy and impassable in bad weather. The rain prevents you from taking these porkers to market that day and you wait. You might wait two or three days. The market has fallen when you arrive. You are forced to sell your hogs cheaper or hold them. Holding them is taking a chance that the market will recover or go down still farther.

What you have lost by being compelled to stay home that rainy day—charge to poor roads!

How much "Mud Tax" do you pay?

The same often happens in wheat, corn; anything the farmer sells in the nearby market.

Less time is spent hauling on good roads than bad. It was found that over an unimproved road the cost was 30c. per ton-mile for haulage. This road was improved with gravel and the present cost is 13c per ton-mile. On a poor road, a farmer hauling his produce to town is forced to sit a longer time in the driver's seat, taking time that might be put to more profitable use on the farm. Travel on a good road is faster, with less effort for the horse, or a lesser consumption of gasoline for a truck, than over muddy roads.

Therefore dairy farmers living on unimproved roads pay tremendous mud taxes for every day the farmer selling milk has to market his product and every two days or three at most the one selling butterfat must travel from farm to market.

How much mud tax do you pay?

THE THISTLE.

She sprang, she grew, she fenced her heart with care,
Blooming, she lured the Bee to find her fair.
She died . . . and all to cast a little seed
Adrift upon the air.

SUGAR BEETS.

Shortage of Sugar Supply and High Prices Warrant Increasing Production.

A recent bulletin by the Department of Trade and Commerce on the sugar industry in Canada states that 204,017 tons of sugar beets was used in sugar manufacture in 1918. The cost of the beets at the works was $2,593,715, or $12.22 per ton.

In 1918, Canada had 18,000 acres in sugar beets, which yielded 10 tons per acre, at a value of $10.25 per ton. In 1919, the acreage was increased to 24,500, the yield averaged 9.80 tons per acre, and the price advanced to $10.85 per ton.

In 1919, sugar was approximately 11 cents per pound; at present, granulated sugar is 23 cents per pound and may be higher. The enormous demand for sugar, and the fact that Europe will not for some years produce any thing approaching her pre-war quota of sugar beets, promises to continue a serious shortage in the world supply.

Conditions in the beet-growing countries of Europe have materially changed since the close of the war. Previously, large holders of land devoted much of the acreage to beets. The large estates in Russia, Poland, Hungary and in many parts of Germany have been in many cases broken up into small holdings, which will be used by their new owners for growing other crops. The small farmers are not so well equipped with implements and tools, and the lack of fertilizers is also being severely felt. These conditions will have a serious bearing upon the production. There thus appears to be a good opportunity for Canada to again this year largely increase the acreage devoted to this crop.

A by-product in the manufacture of beet sugar is the residue known as beet pulp. When mixed with residual molasses, a by-product of the refining process, this beet pulp makes an excellent cattle food.

A Rhubarb Reminder

One may have rhubard much earlier than usual by placing a half-barrel with the bottom out, or a box with both top and bottom off, over the clump early in spring. By covering this with glass, taking care to provide ventilation, or even with cheese cloth, the rhubarb from that clump will be fit for use a week or more sooner than the clumps in the open. The stalk will be twice as long as those grown outside and more tender, even though quite spindly.

A new rhubarb patch may be started in the spring by planting divisions of the old roots. The plants should be set as soon as the weather is favorable, about three feet apart each way. They should be set in well-prepared soil. The addition of a liberal amount of well-rotted manure worked into the soil will aid in securing a heavy crop. Few or no stalks should be taken from the plants the first season. If flower stalks appear they should be cut off, rather than allowed to produce seed. Keep the patch well cultivated.

As rhubarb is a perennial and therefore requires a permanent place, the patch should be located at one side of the garden or in some other convenient out-of-the-way location in order that it may not interfere with the annual gardening operations.

Phosphated Manure

That stall manure and acid phosphate constitutes one of the most effective fertilizer combinations known is brought out in a new bulletin on "The Maintenance of Soil Fertility" recently issued. The Experiment Station in testing manure and fertilizers has secured an average yield of corn of 67 bushels per acre for 21 years, or an increase of 35 bushels over the yield where no manure nor fertilizer has been used.

The corn crop was grown in a rotation of corn, wheat and clover. The manure applied in this case had been re-enforced in the stables at the rate of 40 pounds of acid phosphate per ton of manure. Eight tons was applied to the clover sod in the winter before it was plowed down for corn.

The experiments show that manure loses much of its fertilizing properties when allowed to be leached by rains and also that manure needs re-enforcement with phosphorus to be most effective.

From this application of manure and acid phosphate there has also been an average increase of 15 bushels of wheat and 2,500 pounds of clover hay over the untreated plots in the rotation, the wheat and clover following the corn without any further manuring or fertilizing.

The English law is that a child born in England or within the British dominions is a British subject, whatever the nationality of the child's parents.

Ostriches are the largest feathered creatures existing, and one of these birds will sometimes measure eight feet in height and weigh three hundred pounds.

in Australia, are suffocated in millions by the aborigines, and, separated from their wings, pressed into cakes and women who make a business of inventing cable codes for large financial houses and merchants dealing in over-

For the Motorist

THINK OF MILES, NOT PRICE MARK IN TIRE BUYING

Expert Says Standard Makes Are Best in the Long Run.

BY HIGH SPEED.

Whenever a business flourishes there always spring up, as if overnight, dozens of cut rate shops which sell similar products at such attractive prices that ready sales are made. We have today over one hundred legitimate tire manufacturers and of this number perhaps fifteen supply practically the whole industry and all motorists. The smaller ones remaining and the cut-rate shops, the "seconds" shops, the retread shops, take care of what little business the legitimates do not handle. But that business is growing and each year new motorists and even thousands of old ones buy "cheap" tires.

Value in Tires.

Buying cheap tires is like looking around for the cheapest doctor in the neighborhood when some one is dying. The value you get from a tire is expressed in cost per mile, not in cost per tire. At the outset then let it be emphatically stated that the best tire will be found to be the cheapest in the end, that the man who looks for cheap, cut rate, obscure make tires can get them, but his cost per mile will usually be higher than that of the owner using standard make first grade tires.

In every large city today there are, along motor row and sometimes away from the row, shops which display the slogan: "Standard makes 50 per cent. off," or something of the sort. The unwary is led to believe that he will get standard tires at 50 per cent., or 30 per cent. less than the branches of these reputable concerns can sell them. Entering some of these shops (not all of them do business on this scale), you may find that the tire has a name embossed upon it, but the name is strange to you. It might be Jones or Smith or some name you never heard of in connection with a tire. You are told however that it is a standard make and that the Smith company is one of the largest in the business. Or you might be told that the tire is made by one of the large makers, but simply branded differently. It is not. Reputable makers take pride in stamping their name on the tire.

Some tire manufacturers do a good part of their regular business with these concerns, making up tires with any name the dealer wants embossed on the side.

Some factories market tires through various channels of trade and sell as many as six different brands of tires, and these may all be of the same stock and design, yet differing in list price. The list is really a joke, because the tires never are sold at list at all. If the tire is listed at $50 you are told you get 50 off and you pay $25, which is perhaps more than the tire is worth.

Taking Chances.

Then there are the "seconds" to be considered. Practically every manufacturer of tires has a certain number of "rejects" which he disposes of in the best way possible. These rejects are bought up by dealers, who purchase in large lots. Included with the rejects are "old" tires or those which have remained in stock or on shelves for a long time. When you buy a "second" you take a chance, and if you like to gamble, buy seconds. Such a tire may last ten miles or it may run 7,000. If the tire blows out in a short time you lose, though I have known of some dealers in this class of goods who guarantee a certain reasonable mileage. If you can get a guarantee from a dealer whose word you can accept and the price is right figure the cost per mile on a basis of the mileage mentioned and compare it with the cost of a first grade tire made by a reputable concern.

There is another class of tire shop which handles used tires which they pick up from dealers along motor row, from junk shops where cars are turned in with one or two presentable casings, from owners who have a few spare tires and then buy other cars with different size tires, etc. The only bad feature about buying a second hand casing is that you can't tell how far it has run, or how much running is left in it. You can't tell by looking at it or even examining it closely. A fabric break may not be visible, and such a break may cause a blowout in a few miles.

Retreads are in another class. One firm I understand was in the business of actually manufacturing retreads and selling them to owners as new casings. As a matter of fact an old tire carcass properly retreaded may from the exterior look like a new tire. The tread may seem new, but what good is a tread? In the first place, the tread merely protects the fabric. The fabric is the real tire. Secondly, there are good treads and bad ones, and the motorist cannot tell what he is getting by looking at the tread. This is not a condemnation of retreading, because a good carcass is worth retreading.

STANDARD TABLE OF TIRE PRESSURE.

In order that readers of the automobile section may know the correct amount of air to carry in tires, a standard table for all makes of tires is printed:

Rim Size.	Inflation.
28x3	60 lbs.
30x3	60 lbs.
32x3	70 lbs.
34x3	70 lbs.
29x3½	60 lbs.
30x3½	60 lbs.
31x3½	60 lbs.
32x3½	60 lbs.
33x3½	60 lbs.
34x3½	60 lbs.
36x3½	60 lbs.
30x4	70 lbs.
31x4	70 lbs.
40x4	70 lbs.
34x4	70 lbs.
35x4	70 lbs.
35x4½	70 lbs.
32x4	70 lbs.
33x4	70 lbs.
36x4	70 lbs.
37x4	70 lbs.
32x4½	70 lbs.
33x4½	70 lbs.
34x4½	70 lbs.

LUBRICATION IS LIFE OF AN AUTO

Film of Oil Must Be Provided Between All Surfaces That Work in Contact.

The life of your engine and car depends upon lubrication. The principle of lubrication is to prevent any two pieces of metal that are working one one against the other from touching. This is accomplished by having a film of oil between these two metals. Upon this film of oil depends the life of all your bearings, cylinders, pistons and rings.

Fast running over heavy and hilly roads uses up oil much faster than city driving. Put in an extra pint of oil every hundred miles or so. This precaution will avoil trouble with bearings or cylinders.

Every 10,000 miles, the oil in the crank case should be drained off and a fresh supply poured in. After draining, flush the crank case with kerosene through the breather pipe and refill with clean oil. Be absolutely sure that all the kerosene is drained off, otherwise it will mix with the fresh oil and will cut down its lubricating qualities.

GIVE YOUR LIGHT BULBS EVERY CARE

Know Your Car So As To Buy Bulbs Intelligently---Poor Bulbs No Good.

Lamp bulbs, though they constitute but a small part of the car, are nevertheless very important, and those who have been unfortunate enough to be caught without a spare and no garage for miles will forever believe the lamp bulb as important as the storage battery. There is no more exasperating moment than when you fuss around trying to put a bulb in a socket and the bulb won't fit; or you have a bulb with a single contact base and the socket calls for a double contact base. Or perhaps your car is fitted with a twelve volt system and you have a six volt spare—blowout. It should be the duty of every automobile owner to carry spare bulbs, and also know that he is carrying the right kind, for headlamps, tail light, dash, etc. He should also carry spare fuses of the right kind and made for his car. The bulbs and fuses should be kept in a special carrier, otherwise you won't have the bulbs very long and the fuses cannot be found even by a process server. Throwing bulbs around is not the best thing in the world for them, even though the modern bulb can stand a little punishment. Door pockets and other receptacles should not be used for storing bulbs or fuses. Any supply store will show you a bulb carrier, sell you the proper bulbs and fuses and make your lighting worries that much less.

Know Your Car.

You ought to know enough about your car so that you can buy bulbs intelligently. You must know the voltage of the system. Nearly all are six volts now, but some use twelve and some older cars eighteen or twenty-four volts. In some cars a twelve volt system is divided and six volts used for lighting. You must know these things to know the type of bulbs to buy. The candle power also is important to know. When you go into a shop for bulbs be ready to tell the type, whether single or double contact; the voltage and whether you want vacuum or nitrogen types. The latter is the more economical, giving more light for the same current, so it pays to spend a little more for them.

Watch the Bulbs.

Headlamps are often so connected that when the switch is thrown to "dim" the bulbs are in series owing to the use of a series connection. When in series connection if one lamp burns out the other will not burn. In series wiring only one is used. In parallel wiring two wires are used, and this is the connection employed when the lamps are burning brightly. You may find that when "dim" is used one lamp will burn brighter than the other, especially when the engine is stopped. This is due to differing resistance in the bulbs and a change of bulb sometimes remedies the trouble.

May Burn Out.

If you put a six volt bulb in a twelve volt circuit you will burn out the bulb. It will flare up for a second and burn out. If you put a three-volt bulb in a six volt circuit the same thing happens. If you put a twelve-volt bulb in a six-volt circuit the bulb burns very dimly. All bulbs are marked 6—8, 12—16 or 3—4. This means that the lower figure is the voltage at which it is designed to operate, but it will stand the higher voltage without burning out.

In many cars the dash lamp and tail lamp are connected in series, that is one wire is used to connect the two lamps, the circuit being completed by a ground connection. In this case, or any case where there is a series connection, if one bulb burns out the other in series will not burn. Where such connection is used and one bulb burns out one may use the burned out bulb to get light at the good bulb. Break the glass. I refer to the fairly stiff wires, that stick out of the central piece of glass. I refer to the fairly stiff wires not the filament wire. This completes a circuit and allows one bulb to burn.

Look for Short Circuit.

If a fuse should burn out and the cause is found one may merely connect the parts into which the fuse fits, using a piece of wire or a small piece of metal. If the cause is not found this should not be done. If you carry spare fuses and a new one burns out quickly don't install another until you find out where the trouble lies. Look for a short circuit.

Headlamps are usually 6—8 volts, 16, 21 or 36 candle power, dash and tail lamps are either 3—4 volts or 6—8, the former being for series connection and the latter for parallel. They are of 3 candle power. Sometimes 6—8 volt 4 candle power bulbs are used on the car.

TELEGRAPHERS TO MEET IN TORONTO

Old-Time Association Will Hold Annual Convention During the First Week of Exhibition.

The Old Time Telegraphers' and Historical Association, at their Annual Reunion for 1919, held at Cleveland, Ohio, last September, decided to hold this year's gathering in Canada, and selected the city of Toronto as the place of meeting, Mr. George D. Perry, General Manager of the G. N. W. Telegraph Co., being elected president. At a meeting of the Toronto Committee having the preliminary arrangements in hand, Mr. Thomas C. Fleming, of New York, Secretary and Treasurer of the Association, being present, August 31 and September 1 and 2 were chosen as the dates for the coming re-union.

The Old Time Telegraphers' and Historical Association has met only once before in Canada since its organization in 1860, that being in 1901, when it held its reunion in Montreal. A record not only for attendance, but also for hospitality and good fellowship, was set at that time which admittedly has never been surpassed in the Association's history, but the Toronto Old Timers are fully resolved to make the 1920 gathering equal, if not excel, that held in the rival Canadian city 19 years ago. To this end they purpose soliciting the co-operation of every telegrapher and ex-telegrapher in the Dominion who may be eligible for membership. The requirements for this, as set forth in the form of application for membership, are as follows:

Any person in good standing who, 25 years prior to the date of making this application, was employed in the telegraph service and thereafter for five years, shall upon payment of $2 (an initiation fee of $1 and annual dues of $1) be eligible to membership.

Much interest has already been manifested by the telegraph fraternity all over the United States, as well as throughout Canada, in the approaching reunion in Toronto, and as this has the added attraction of falling in the first week of the world-famous Canadian National Exhibition, there is every expectation of a large attendance of members and their families. Extensive and elaborate arrangements are being planned for the entertainment and comfort of the visitors.

Mrs. Proudman—Willie got "meritorious commendation" at school last week.

Mrs. O'Bull—Well, well! Ain't it awful the number of strange diseases that's attacking our school children!

HOME SWEET HOME

by Jack Wilson