

FARM NEWS

From Halton's Farm Lands

Esqueuing Pioneers Could Pride Themselves on Georgetown Fair

The pioneers of Esqueuing township would have been highly delighted could they have been on hand to see the 100th Show of the Esqueuing Agricultural Society at Georgetown on Saturday, October 1.

President Harding Price and Secretary Garfield McGilvray and their fellow officers and directors may well be proud of the results of their efforts. Favored with a beautiful site in the Georgetown park and blessed with ideal weather, their well balanced show brought out a great crowd. True, the entries may have been down in some sections, but all in all, it was a well balanced show and a real credit to the township of Esqueuing. The hall in our opinion never looked better and was filled with high quality exhibits which were well arranged.

Over at the cattle rings we noted Holstein entries from E. R. Segsworth and Gordon Sinclair of Nelson township, T. J. Brownridge and Wilfred Lee and Son of Esqueuing, in Jerseys Ken Ella and Sons and Gerald R. Graham of Esqueuing township and George Hower of Moffat, in Guerguises, from the herds of Wm. G. Booth and Joyce Bras of Milton and J. M. Brownridge of Brampton.

In the beef ring, C. F. Patterson was out with his Hereford string; Dr. W. F. James and John Willmott with Angus; W. H. Merry, Mr. Jackson and S. E. Griffin and Son with Shorthorns. This is not a complete list of the exhibitors by any means but sufficient to indicate an excellent display of cattle.

Commercial Calf Section
While not as large as a year ago, the commercial calf sections brought together the majority of the top 4-H Halton Calf Club members. In the Holstein section Judge Bruce S. Beer of Brampton had 20 calves from which to make his selection. The top five were as follows:
Doreen Sinclair, Burlington R.R. 1; Tom Leslie, Georgetown R.R. 4; Don Taylor, Burlington R.R. 2; Allen Brownridge, Georgetown R.R. 2.

R. Jardine to Talk To Cream Producers

From R. S. Heatherrington, secretary of the Halton Cream Producers, we learn that the Halton Cream Producers are planning a top program for their annual meeting in the Farmers' Building, Milton, on Friday, October 21.

Bob Jardine, secretary-manager of the Ontario Cream Producers, has promised to be on hand, also W. J. Wood of Alliston, veteran farm leader in the cream marketing field. The program, states Mr. Heatherrington, will include a film and refreshments will be served. This should be a rare opportunity for Halton cream producers to get an up-to-date picture of the cream and butter situation provincially and federally.

Halton Plowmen To International

Tuesday last saw a strong delegation of Halton plowmen off to the International at Leamington. The group included John Cunningham and Arnold Howden, who will represent Halton in the inter-county tractor event in addition to various individual classes.

In the inter-secondary school competition, Oakville, Trafalgar have the top team. Harold Pickett and Bill Speck, North Halton, Ross Austin and Tom Hunter, Another junior who will be in there is Don Taylor of Appleby.

Among the seniors are Stan and Lloyd May, Keith Merry, R. A. Neilson, C. F. Pickett, Harold Pickett and Leonard Lister, Spentner, Wilson, J. H. Taylor, Charles Irwin and Tom Howden. Some of the latter are going in a coaching capacity but whether or not, you can rest assured Halton plowmen will be around to get their share of the top awards.

Wire Worms Attack Some Wheat Crops

In general, Halton's fall or winter wheat crop is coming along nicely. Some of the earlier sown fields already are showing plenty of top here and there, however, a few fields appear a bit thin.

In two of those examined, the trouble appears to be wire worms. The larval stage of wire worms lasts from one to four years or even longer, depending on the species and conditions for growth. Soil treatment with an insecticide usually reduces wire worm population very quickly. However, in so far as fields sown in winter wheat are concerned, it is too late to talk about that. It also is late enough to think about sowing another bushel of wheat in the existing crop.

One local farmer did just that, the last week in September, and time alone will tell how the crop will turn out. In any event, anyone considering the trying of a patch job would be well-advised to treat their seed first with one of the insecticides such as Lindane or Aldrin. Such treatment is stated to give about a 90 per cent control.

ESQUEUING PIONEERS COULD PRIDE THEMSELVES ON GEORGETOWN FAIR

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AUCTION SALE

Of Holstein Cattle, Etc.

The undersigned has received instructions from

OSCAR NIX
To sell by public auction at lot 14, 6th line east, Toronto township, 1 mile north of Malton, on **TUESDAY, OCTOBER 18, 1955** At 1 p.m. the following:

HOLSTEIN CATTLE—1 Holstein cow, calf at side; 2 Holstein cow, calf at side; 3 Holstein cow, calf at side; 4 part Holstein cow, calf at side; 5 part Holstein cow, calf at side; 6 Holstein cow, bred Jan 5; 7 Holstein cow, bred Feb 7; 8 Holstein cow, bred Jan 10; 9 Holstein heifer, bred June 27, milking well; 10 Holstein cow, bred June 25, milking well; 11 Holstein cow, bred Aug 24, milking well; 12 Holstein cow, bred June 27, milking well; 13 Holstein cow, bred May 19; 14 Holstein cow, bred July 9.

FRESH & SPRINGING HEIFERS—15 Holstein heifer, calf at side; 16 Holstein heifer, calf at side; 17 Holstein heifer, calf at side; 18 Holstein heifer, calf at side; 19 Holstein heifer, bred Jan 27; 20 Holstein heifer, bred Jan 7; 21 Holstein heifer, bred Jan 27; 22 Holstein heifer, bred Jan 22; 23 Holstein heifer, bred Jan 4; 24 Holstein heifer, bred Feb 4; 25 Holstein heifer, bred Feb 4; 26 Holstein heifer, bred Feb 4; 27 Holstein heifer, bred Feb 5; 4 Holstein heifers, ready to breed; 1 part Holstein bull, 1 year old, 3 heifers, 4 months old. The above cows and heifers have been all vaccinated except the three young calves.

DAIRY EQUIPMENT—Milking machine, De Laval Sterling 2-unit, cream separator, power.

TERMS—Cash day of sale. No reserve as going out of milk business. Nothing to be removed until settled for day of sale.

A. P. CHEYNE, Auctioneer, Phone Brampton 5462; Albert McBride, clerk.

Farming Not Safe Occupation Despite Its Many Advantages

Despite its advantages, farming is not a safe occupation, points out the National Safety Council.

Accidental death comes to Canadian farmers twice as often as it does to those engaged in trade. Last year three farmers died from accidents for every fisherman so killed. The accident mortality rate on farms is 34 times as great as that in financial institutions.

The Department of Labor, Ottawa, source of this information on fatal accidents, gives their cause. While angry animals such as cattle and horses, kill some farmers every year, and while lightning strikes the occasional fatal blow, the greatest single source of accidental death on the farm is machinery.

Tractors and loadmovers, cars and trucks collide or topple or crush. Belts and pulleys also take their toll. The threat of machinery is not likely to diminish as farms increasingly become mechanized.

Now that a knowledge of machinery as well as of stock breeding, soil conservation and marketing is required of the farmer, might he not take a leaf from the book of the professional mechanic? If he does, he stands a chance of increasing his life span.

Mechanics and others employed in large factories today know that it does not pay to work a steady grind hour after hour. Their employers know it, too. Consequently the coffee break has today become a regular part of factory practice.

At 10:30 in the morning and 3:30 in the afternoon, workers in many plants shut off their machines, take a stroll, a cup of coffee, stretch their legs and exchange conversation with their fellows. The latest "break" relaxes and refreshes them, enabling them to banish fatigue.

Fatigue, many observers suspect, is the basic cause of many accidents. It is not so much that machines go out of kilter, it is human endurance that has a limit. Fatigued a man grows careless and

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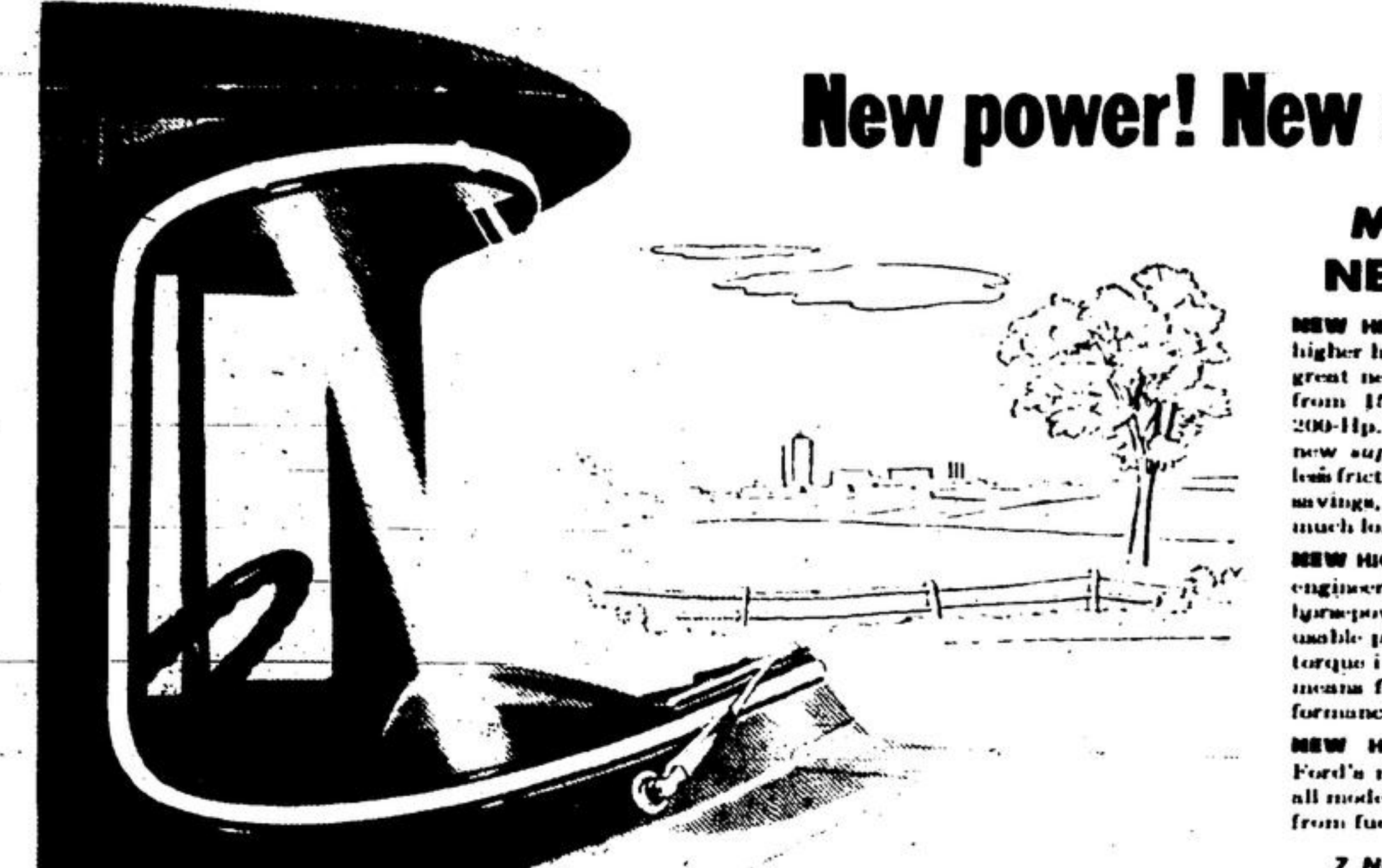
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NEW HIGHER TORQUE! Because of new engineering improvements, Ford's higher horsepower are translated into more usable power at the clutch! New higher torque in all Series—up to 316 ft. lb. means faster get-away, more angle per turn, more power per dollar.

NEW HIGHER COMPRESSION RATIOS! Ford's new record high compression in all models in the line wrings extra power from fuel.

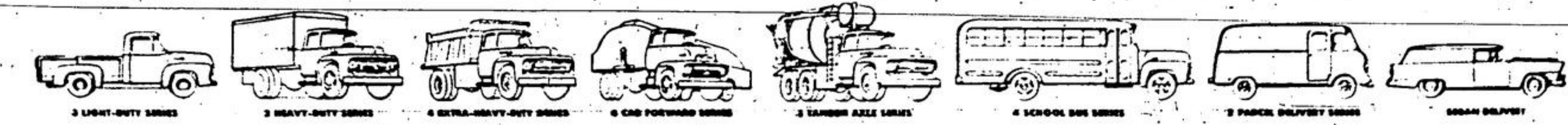
NEW 4-BARREL CARBURETION! New four-barrel carburetors on "Special" Y-8's boost power output when it's needed... pay off in faster acceleration, extra pull for hills and hard going. Second 2-barrel carburetor into action only when extra power is required!

NEW LONGER-LASTING VALVES! New sodium-coated exhaust valves in Heavy Duty Y-8 engines run up to 22% cooler than solid stem valves and last for longer. Tungsten-coated valve facing and solid tungsten-coated alloy seat insure steady wear.

NEW 12-VOLT ELECTRICAL SYSTEM! Standard in all '56 models, new 12-volt electrical system gives more positive, more efficient combustion at higher engine speeds, quicker cold-weather starting, greater reserve capacity to handle today's heavier electrical loads.

7 NEW DEEP-BLOCK Y-8 ENGINES WITH UP TO 26% MORE POWER!

ANNOUNCING THE NEW '56 FORD TRUCKS



NEW LEADERSHIP STYLING MAKES THE '56 FORD TRUCK A STANDOUT

NEW FULL-WRAP WINDSHIELD! Ford Trucks for '56 feature new wrap-around windshields with almost 1000 sq. in. of visibility! New "built-on" exterior view makes driving safer and more pleasant. Standard rear window is more than 4 feet wide!

NEW LIFE GUARD DESIGN! New deep-center steering wheel is designed to absorb impact in the event of an accident, it cushions the driver, protects him from contact with the steering post. New safety-hold door locks have special rotor covers that prevent doors from springing open on impact.

NEW ALL-TIME-HIGH CAPACITIES CARRY MORE PAYLOAD PER TRIP!

NEW G.V.W. RATINGS! New G.V.W.'s for all series from F-250 up, boost payload capacities to an all-time high! New G.C.W.'s mean more profitable tractor-trailer hauling! Lean, rugged chassis design reduces ton-mile hauling costs!

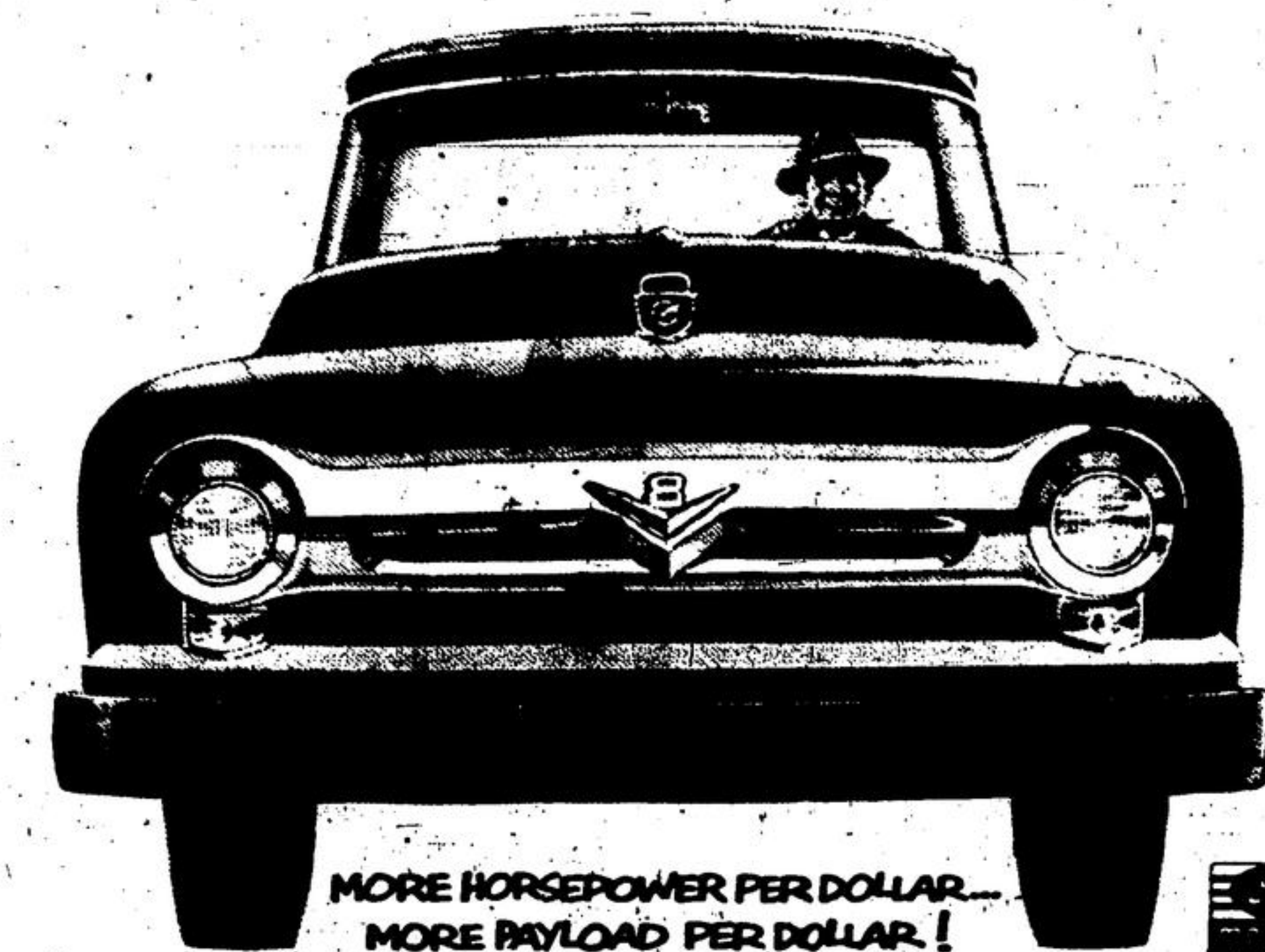
NEW 8-FT. EXPRESS! The Ford F-100 Series for '56 features a brand-new 8-ft. Express. This low-cost hauler is ideal for light-bulky loads. With wheelbase of 115 in., load capacity is 65.4 cu. ft.

NEW TANDEN SERIES! New T-750 series for '56 rounds out the famous Ford Tandem Axle line! This six-wheel giant takes 10- to 19-ft. bodies, has load capacity of 26,865 lbs.

NEW POWER OPTIONS! Automatic transmission is now available on all light-duty models, including F-350 with dual and P-600 Parcel Delivery. Power Steering is now standard on many models and available on all "Big Jobs".

NEW LONGER-LASTING BRAKES! New thicker brake linings on many models extend service life up to 23%, reduce maintenance costs. All Ford Truck brakes have self-energizing action to build high braking pressure at the shoe.

NEW TUBLESS TIRES! New higher-capacity tubular tires, standard on all '56 models, run cooler, give more mileage, resist punctures and blowouts.



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