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**A BARLEY TEST IN HALTON**  
 On the farm of F. C. Willmott & Son, Milton, an interesting test on barley was conducted during the past summer.  
 Mr. Willmott's soil in the particular field in which the test was carried on is a clay loam slightly acid in reaction, and low in available Nitrogen, Phosphorus and Potash. Last spring the Department of Chemistry, Ontario Agricultural College, in co-operation with the local office of the Department of Agriculture, laid down a series of one-half acre tests on Mr. Willmott's barley field. The plan is to run this test through a rotation of at least three crops, hence, although returns are very interesting, the entire report is not being made at this time.  
 On one of Mr. Willmott's plots, 2-12-6 was applied at 250 lbs. per acre. This was compared with no fertilizer. The preceding crop was oats in 1936. No manure was added. The 2-12-6 yielded 43.7 bus. per acre, while the unfertilized yielded 38.4 bus. per acre, leaving a gain of 12.3 bushels of barley for the two bags of fertilizer. The fertilizer would cost \$3.58, and the barley at current prices (52c) would be worth \$22.4. This would leave a net profit of \$23.38 per acre resulting from the use of fertilizer.  
 Mr. Willmott's fertilizer grain was much plumper than was the unfertilized. It made an earlier start, came out in head earlier, and ripened more evenly than did the adjoining unfertilized grain.  
 The catch of alfalfa will undoubtedly show the results of the additional plantfood added, if it comes through the winter favorably. As already noted, the whole experiment will be reported on as soon as the next two crops are harvested.  
 Mr. Willmott's friends who have been watching these tests will be interested to know how it turned out this year.

**PICOBAC**  
 HEAD OFFICE - MONTREAL

**WHAT IS A PLEASURE VEHICLE?**  
 Reprint from The Ottawa Daily Times, Ottawa, Ontario, Friday, January 14, 1938.

According to one by-law of the City of New York a pleasure vehicle is a motor vehicle. The reason for this rather surprising definition is that the purpose of the by-law was to restrict the traffic on certain residential streets and to forbid heavy vehicles to use them and it was thought that the law-makers had forgotten that deaths would occur. Rather than amend the by-law, which reserved the streets for pleasure vehicles, the city fathers chose to widen the definition.

In the course of the inquiry into Ontario's highway transportation now proceeding before Mr. Justice Chevrier, it has been alleged, in one brief that Ontario's highways were built primarily for the use of pleasure vehicles. The makers of this statement, while using it as the basis of an argument that commercial vehicles should pay the lion's share of highway maintenance and construction, carefully avoid the definition of their terms.

In common speech, the terms pleasure vehicle and passenger automobile are interchangeable; but if an attempt were made to establish a difference between pleasure and commercial vehicles for purposes of taxation, Ontario's legislators would quickly find themselves encompassed with some difficult problems. For example when a man drives his car to his office in the morning, it probably is a commercial vehicle. It certainly is commercial when he drives it to sell an order to a customer. If he then drives to the golf course, the same car becomes a pleasure vehicle.

If a farmer drives his family to town to see a movie and on the same trip takes a few bags of potatoes in the back seat to a grocer, is his car a pleasure or a commercial vehicle? If his wife drives to town on a shopping expedition, how is the trip to be classified?  
 There were vehicles and roads in Ontario long before there were either railways or automotive vehicles. In those days no one would have seriously argued that the sole purpose of the roads was to let the young bloods of the village make their girls-for-buggy rides. Roads, then as well as now, were for the general good of the community, serving all classes of population.

Growth of motor traffic has made necessary the construction of more roads and more expensive roads, and the construction and maintenance must be paid for. It seems fair that a large share of these charges should be met by the motor vehicles and that their share of the costs should be divided proportionately to their use of the roads. But it must also be remembered that the roads serve the buyers of goods as well as the sellers and transporters. The maintenance costs should not be borne entirely by the motor vehicles.

The operation of the gasoline tax automatically divides the motor vehicles share with fairness. The heavier vehicle uses more gasoline per mile and contributes more towards highway maintenance. No other form of motor taxation has yet been suggested that is not an arbitrary method of allocating the costs.

**On the Same Bench**  
 Two battered old wrecks were sitting on a bench in the park when one remarked to the other, "I'm never took advice from anybody."  
 "Shake, brother," said the other. "I'm a man who followed everybody's advice."

**WHERE ARE THE BIRDS TONIGHT?**

Where do the plucky winter birds that stay with us all through the snowy time find night shelter from storm? Bird's nests, it is to be remembered, are not homes for the birds, but merely cradles for their young. A walk through the woods in winter shows them to be utterly deserted. But on such a walk one may catch glimpses of the rather pitiful attempts of the winter birds to find shelter.

At evening the crows may be seen flying in flocks to the nearest pine forest, to spend the night. No trees offer such shelter to the birds as do the evergreen conifers. They are a haven not only for the crows, but for goldfinches, sparrows, and any other on winter nights. Close in around the main trunks they huddle and the heavy, green branches ward off wind and snow. But even there, in very cold weather the birds do not appear. Often they cling by one foot with other lifted and tucked under a wing.

Hollow trees that are not already taken by squirrels are fine bird shelters, but since birds do not take up so permanent a winter residence as the squirrels, they are apt to find them all occupied.  
 Any tree that happens to be covered over with vines that will hold a snow canopy affords a shelter that the birds seek for, and in thickets and vine tangles all over the woods we may find the secret of bird shelter.

Snow buntings and juncos like to crawl by way of some natural hole into a snow bank for a night's sleep. Phoebe's find niches in stone walls to tuck themselves into. Woodpeckers that go south for winter leave holes in the tree trunks that smaller birds — sparrows, waxwings, nuthatches and chickadees can creep into. Other woodpeckers stay north and make use of their own excavations at night.

Corn shocks and hay stacks standing in open fields attract winter birds by their warmth and the waste grain that may be left in them.

Meadow larks, sleep beneath tufts of snow-laden grass on the ground. Quail coveys huddle under the snow, pressed close together for warmth, sleeping as the meadow quail always sleep with heads pointing outward, forming a circle. A crust of ice frozen over a field of snow may leave beneath it a circle of little dead quail that tells a tragic story.

Wild fowl take night refuge wherever there are low marshes, and have learned to settle close to the bordering edges in winter where the water is less apt to freeze, but there tragedy may overtake them from some hunter's gun lying in wait behind the sedges.

But bird tragedies are frequent on winter nights from natural causes. Having no regular holes or lairs as almost all other animals have, they are very much at the mercy of winter. A man-made bird shelter with food supplied—how they welcome it! And there is no better way to become acquainted with the bird kingdom than

to build a birdhouse in the back yard and watch for who may enter it on winter days, to say nothing of the satisfaction it gives to think of at least a few of our feathered friends finding refuge on cold nights in a shelter we have provided.—Doris M. Blates, in Our Dumb Animals.

**HEALTH**  
 A HEALTH SERVICE OF THE CANADIAN MEDICAL ASSOCIATION AND LIFE INSURANCE COMPANIES IN CANADA

**DIET IN DISEASE**  
 The health of the body cannot be maintained without a properly-balanced diet. The lack of any one of the food essentials from the diet leads to the loss of health and to actual disease.

If some part of the body has become diseased, then, as part of the treatment for the patient, a diet should be used, which will not throw any extra strain upon an already weakened or diseased organ, thus facilitating the recovery of that organ.  
 The kidneys have the task of ridding the body of much of its waste material. In nephritis, or Bright's Disease, the kidney is not able to function properly. The treatment therefore aims to relieve the kidney of as much of its burden as possible.

There is no diet which is suited to all cases of kidney disease. The proper diet in any individual case depends upon the nature and extent of the disease. People have read that acid foods are harmful, and they start to live on what they think is a non-acid diet, without even knowing what are the acid and what are the alkaline foods.  
 As a matter of fact, a diet made

up of an excess of alkaline foods is actually harmful, and it is certainly not the best diet for damaged kidneys. There should be a balanced diet, so that there is no marked excess of either alkaline or acid foods. A slight excess of alkaline foods is generally desirable.

The acid foods are meats, poultry, fish, eggs, and the cereals. Alkaline foods are the fruits and vegetables. It is a surprise to many people that the citrus fruits leave an alkaline ash after they are used up in the body, and that oysters leave an acid ash. Practically this means that the diet should include a liberal amount of fruits and vegetables.

There is a real difference between a salt-free diet and a salt-poor diet. In some cases of nephritis, it is necessary to cut down the amount of salt used, because the kidney has difficulty in secreting it, which leads to edema, or swelling. A salt-free diet requires medical supervision. A salt-poor diet can be secured through not adding salt to the food at table, and by avoiding salted fish, nuts and other salted foods.

When diet is a part of the treatment for any disease, it requires just as careful prescribing and supervision as does any other part of the treatment. Diet is certainly not a cure-all, but it is of importance in the treatment of some diseases. Self-experimentation by trying various diets is dangerous, because of the harm which it may cause.  
 Questions concerning Health, addressed to the Canadian Medical Association, 184 College Street, Toronto, will be answered personally by letter.

A golfer was driving off about a foot in front of the teeing mark. The club secretary happened to come along:  
 Club Secretary (indignantly) — "Here! You can't do that. You're disqualified!"  
 Golf Player—"What for?"  
 Club Secretary—"You're driving off in front of the mark!"  
 Golf Player (terse)—"Away with you! I'm playing my third stroke."

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