

NEWS AND INFORMATION FOR THE BUSY FARMER

Sugar Beet Crop
The present outlook for the sugar beet crop is considered fairly good. Three-quarters of the acreage shows a near average appearance, while the remainder is rather patchy and not more than 75% of a normal stand. The acreage reseeded, destroyed by insects or which failed to germinate, does not exceed 10% of the total area seeded. Showers, ranging from 1/3 to 1/2 inch of rain on June 26th and almost an inch on the 29th, ensured development of late seedlings and rapid growth of beets already thinned.

Current Crop Report
Cutting of fall wheat is general and threshing is well under way. The quality is fair but rapid ripening has reduced the yield considerably. Oats and barley are ripening prematurely and yields will be affected adversely. Cutting of early varieties has commenced in Southern sections. Corn and tobacco have benefited by warm weather but now require moisture. The hay crop was cured and stored under favourable conditions; the yield was slightly below average but of good quality. Meadows have deteriorated and rain is urgently needed. Second growth alfalfa is being pastured in many districts. The growth of root crops has been retarded by lack of moisture. The yield of small fruits is below average. Prospects for late varieties of apples are fair.

Garden Slug Control
Garden slugs are frequently numerous on heavy land where they do considerable damage to beans, lettuce, cabbages, cauliflowers, and other crops. Like pests, the slugs can be more easily controlled if immediate attention is given before they increase in numbers. Infested plants and slugs should be dusted with hydrated lime in the evening after the sun has gone down and feeding has commenced. Care should be taken to cover the upper and lower surfaces of the leaves and the soil immediately surrounding the plants.

Hydrated lime is effective only when in the form of a light dry powder. It becomes hard when subjected to moisture, and in that condition it is not injurious to slugs. For this reason, a few light applications of lime at intervals of three or four days are much more effective than one heavy dose.

Another method of control frequently recommended is to spray the infested plants thoroughly with Bordeaux mixture. This material is repellent to slugs, and, if the foliage of the plants is completely covered, many of the slugs will confine their attentions to weeds growing in adjacent fields.

Kill Weeds Now
In the summer of 1933 a set of experiments were conducted at the Ontario Agricultural College, Guelph, in order to determine how long it was necessary to expose the root stocks of Perennial Sow Thistle, Twitch Grass and Field Bind Weed to sun and air during the summer months in order to destroy their vitality. In June, with ideal weather conditions (hot and dry) one day's exposure killed 100% of root stocks of Perennial Sow Thistle, Couch Grass and Field Bind Weed. In July a 100% kill of Perennial Sow Thistle and Field Bind Weed root stocks was obtained by one day's exposure, while two days' exposure was required to give a 100% kill of Twitch Grass root stocks. In the month of August it required two days' exposure to kill the root stocks of Perennial Sow Thistle and ten days' exposure failed to give a 100% kill of Twitch Grass root stocks. In September ten days' exposure only gave a 35% kill of Perennial Sow Thistle and a 9% kill of Twitch Grass root stocks.

These experiments indicate very clearly that cultivation during the hot dry weather of late June, July and August is much more effective in killing the root stocks of these weeds than cultivation in September or later. Infested areas should be brought under the plough as soon as possible. In doing so, weeds will be controlled and succeeding crops will benefit.

Grading Canned Tomatoes
According to the amended regulations on the grading for canned tomatoes and tomato products under the Meat and Canned Foods Act, there are four grades of canned tomatoes—Fancy, Choice, Standard and Second quality. The canned product of all grades must be packed from sound, clean fruit, and be free from pieces of skin, cores, black spots or sun scald. The Fancy Quality grade must contain at least 65 per cent. drained tomato solids, Choice Quality grade, at least 55 per cent., and Standard Quality grade, at least 45 per cent. If salt or sugar is used, either must

be used dry or dissolved in the juice that comes from the tomatoes. Brine made from water and sugar or salt, or both, is prohibited. The juice which comes out of the tomatoes after peeling may be added to the bulk when filling the cans, but it must be the juice of that particular lot of tomatoes. This does not apply to the juice or pulp obtained from the trimmings.

There is also one grade each for Tomato Puree, Tomato Pulp, Tomato Paste, Concentrated Tomato Paste, Tomato Juice, and Tomato Juice Cocktail. Tomato Juice must be packed from the unconcentrated pasteurized liquid of the tomato with a substantial portion of the pulp expressed from whole ripe tomatoes with or without the application of heat. Where salt or sugar is used, that fact must be declared on the main panel of the label in letters not less than one-eighth of an inch in height, and of a visibility equal to any other printing on the label.

Insect Pests
The injury caused by insects this spring has been somewhat greater than usual. In Northern Ontario, forest tent caterpillars stripped the foliage from millions of trees over a wide area, particularly in the North Bay, Sudbury and Port Arthur districts. In Old Ontario, the eastern tent caterpillar was prevalent almost everywhere, and tents could be seen in large numbers on unsprayed apple trees. Caterpillars have now ceased to feed and consequently will do no more damage this season. It is quite probable that they will be much less destructive next year.

The glassy cutworm, which unlike most species of cutworms works beneath the ground and attacks the roots of plants, has been exceptionally troublesome. Damage from other cutworms has been about normal.

Grasshopper outbreaks have occurred in Renfrew, North Hastings, Northumberland and Manitoulin Island. Poison bran baits have been applied promptly and present indications are that the insects will be brought under control before they can do much damage.

The sweet clover weevil, a new insect, has spread over practically the entire province, and its injury to the foliage can be seen in almost every sweet clover field. It attacks as well to a lesser extent, but so far, there is no indication that it will feed upon alfalfa or red clover. The insect is being studied at Guelph.

Rose chafers are now about at their peak in light sandy land, and are doing much damage to roses, fruit trees and grapes planted on this type of soil. Flea beetles have been very numerous on turnips, cabbage, potatoes, tobacco and sugar beets. The pea aphid is less destructive than a year ago. Potato beetles promise to be somewhat more plentiful.

MOTOR CAR DOOR HANDLES
A Toronto paper recently called attention to the dangerous construction of the door handles with which most motor cars are nowadays equipped. The shape is much like that of a dagger and the handle is so attached on the front door as to point straight ahead. Several accidents have been reported in which these handles resulted in injury. Only a few days ago in Toronto a 12-year-old cyclist collided with a standing motor car. The handle of the car penetrated his arm and it was necessary to obtain the services of a doctor before it could be removed.

There are too many motor car accidents without adding unnecessary hazards. It should not be difficult to design a door handle that would meet the function for which it is intended without at the same time serving as a danger.—Owen Sound Sun-Times.

The Governments Building displays at the Canadian National Exhibition this year embrace exhibits of natural products and manufactured articles from Australia, Ceylon, Scotland, New Zealand, England, South Africa, India and France.

Sailors Value Courtesy

"Skipper Jerry" Snider Urges Landlubbers To Try Courtesy Too
MAKES LIFE SMOOTHER

Toronto, August 3.—All his old cronies—that rare band of fresh-water salts who spend their summers on the water and their winters talking about it—declare that "Jerry" Snider has got ships tattooed on his heart.

"Jerry" might also be called the Emil Ludwig of Great Lakes shipping. His lusty biographies of famous old schooners, full of the creaking of tackle and the smell of fresh water, have made him famous from Duluth to Montreal, wherever men's spirits still echo to the call of the breakers and the mystic lure of the deep blue.

"Jerry" has been a sailor for 40 years. For ten years past he has been one of the owners of the "Gardena," a 60-foot cutter in the fleet of the Royal Canadian Yacht Club at Toronto. He lives and breathes the romance of sailing.

Because of the indispensability of courtesy in avoiding traffic snarls at sea—on race courses, in crowded harbors, along narrow navigation channels, and up and down well-travelled shipping lanes—Mr. Snider is a strong supporter of the "Try Courtesy" campaign being carried on by Hon. T. B. McQuesten, Ontario minister of highways, which is designed to promote safer and more pleasant motoring by encouraging courtesy on the highways of the province.

While Mr. Snider's first love is the "Gardena," he finds time for his job as news director of the Toronto Evening Telegram. Though he is "Skipper" to scores of able newspapermen who have been his crew on the "Tely," Mr. Snider is known throughout Canada for his own expert reporting of some of the world's biggest news events in recent years, as well as for his gripping yarns and romantic articles about sailing. The following article on "Courtesy afloat and ashore" is Mr. Snider's contribution to the "Try Courtesy" campaign of the Ontario government.

We've been trying courtesy afloat, and finding it pays. Sailors have been trying courtesy for centuries. On the water, courtesy is a practical necessity. Its value is real and concrete. It provides the safeguard in a tight place, and the solution in a traffic problem. Without it, chaos and confusion would result, and all the order and pleasure would go out of sailing.

Sailors who drive cars know that the same principle applies on the highway. Motorists cannot afford to wait three or four centuries for a tradition of driving courtesy to evolve, because cars are killing people every day. Many motorists think courtesy means something fancy that wastes time and accomplishes nothing. Sailors know better. As a sailor, I am happy to describe some of the interesting angles on courtesy at sea, showing their practical value, in the hope that it will encourage some motorists to "Try Courtesy" for a change at the wheels of their cars.

Courtesy is the only medium for interpreting the rule of the road at sea. The yacht, as a sailing vessel, has right of way over a steamer, unless she is overtaking her; but no yachtsman worthy of the name would attempt to exercise that right when it would force the steamer to alter her course and miss her landing, go aground in a channel, or even bewilder the officer on the bridge.

You will see instances of this courtesy every day in Toronto Bay. You will also see—sometimes—the courtesy shown by steamer captains, in shutting off their belching smoke, or going to leeward, so as not to blacken a yacht's sails.

Among ourselves—that is in the yachting fraternity, who are all that is left to represent the old wind-users—courtesy is so much a rule that its absence is news.

Thus, Commodore Norman Gooderham, of the R.C.Y.C., who has an auxiliary motor in his flagship "Yolanda," will offer to tow sailing opponents to the starting line, and will tow them in again even after they have beaten him in a race.

Starboard-tack yachts have, as is pretty well known even by landmen, the right of way over yachts close-hauled or going free. But every day in the week you will see starboard-tackers waiving their rights, where sticklers will be waving fists or protest flags.

A cruising yacht on the starboard tack gets out of the way, as a matter of course, of all racers. Where the narrowness of a channel, presence of an obstruction, or other cause makes it inconvenient for a port-tack yacht

to alter her course you will usually see the yacht on the starboard tack yielding place with a cheerful hail. The exception is in a race, or where collision can only be avoided by adhering to the rule. Then there is no choice. Collisions are avoided by adherence to the rules regarding right of way. That is their prime object. But collisions are also avoided by courtesy.

In addition, you will find that yachtsmen practise the courtesy of flying the proper flag, in the proper place, either in greeting or welcoming strangers, or among themselves. Instead of blaring through fish-horns at one another, like passing freight trains they dip the ensign, the junior to the senior, the senior acknowledging the salute.

If we go into an American port we continue to fly our own flag, but we fly the appropriate American flag on our forestay or bowstaff. If an American visitor comes in we do the same thing, to welcome him, and run the burgee of his club at the yardarm of our flagstaff.

When we leave our yacht to go ashore we run up a little blue absence pennant, to save visitors the trouble of a fruitless row out to our moorings; when we are dining on board we hoist the small white meal pennant, to save them the embarrassment of coming aboard and finding us all at table. These things are not swank. They are courtesy. And courtesy pays.

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