

CANADA'S PLACE AS A PRODUCER

Canada Is Getting a Great Many Americans.

"Three young provinces, Manitoba, Saskatchewan, and Alberta," says a New York financial journal, "have already made Winnipeg one of the greatest primary wheat markets of the world. In 1904 they raised 58,000,000 bushels of wheat. Five years later they produced 150,000,000 bushels. In 1913 the crop approximated 200,000,000 bushels. At the present rate of progress Canada must soon pass France and India, and stand third in the line of wheat producers. Ultimately it will dispute with Russia and the United States for the first position. Wheat has been the pioneer of our development. Undoubtedly it will prove the same with Canada. In the last calendar year our trade with Canada amounted to 497 million dollars. Only with two countries—the United Kingdom and Germany—is our trade greater. No vivid imagination is needed to see what the future development of Canada means to the people of the United States.

The influx of American settlers to the Canadian prairies is now in full swing. Within the past few days over 80 of those arrived at Bassano carrying with them effects and capital to the value of \$100,000. Fifty settlers from Oregon arrived in Alberta a few days ago; while 15 families of settlers from the state of Colorado arrived at Calgary on their journey northwards. The goods and personal effects of this party filled 20 box cars. Of live stock alone they had 175 horses, 15 cows and 2,000 head of poultry. Another class of settler has arrived at Peers, 110 miles west of Edmonton, where no fewer than 200 German farmers have taken up land. These are from good farming families and brought with them a large amount of capital.

Then in South Western Saskatchewan, there are large numbers settling, these from the United States predominating, while in the northern and central portions of all these provinces, the settlement of new people is going on steadily. Early in April, Peter Goertz arrived in Cardiff after a six-day journey from McPherson, Kansas. Mr. Goertz who had purchased land here was in charge of a party of 38 people from the same part of Kansas and they came through with a special train which included all their stock and implements. The equipment was all Rock Island cars, and was the first full immigrant train ever sent out by that railroad. The farms purchased by the members of the party are amongst the best in the district.

When the Panama exposition opens next year any of the three transcontinental lines in Canada will make convenient means of transport for those going to visit, and in doing so agricultural districts of Western Canada can be seen, and ocular demonstration given those who have heard but not before seen, of that which has attracted so many hundreds of thousands of American settlers.—Advertisement.

The Inference.

"Are you a policeman?" asked one paying guest of another at a charity picnic dinner.
"No," said the other. "Why do you ask?"
"Merely, that I noticed," said the first speaker, glancing at the section of fried chicken in the other's fingers, "that you are pulling a tough joint."

Wants to See Things.

"Poor old Jagbsby is off the water wagon again."
"I can't help admiring his frankness, though."
"He doesn't try to excuse himself?"
"No. He merely says he prefers a scenic route."—Baltimore Sun.

The Button Doctor.

During the short seven years of her life, little Florence Louise had become duly impressed with the prevalence of specialists in the medical profession.
One day, after returning from a visit to a small playmate, she calmly announced:
"Rena swallowed a button."
"Are you worried about her?" she was asked.
"Oh, she will get along all right," Florence Louise complacently replied. "They sent for a regular button doctor."—Judge.

Limited Intentions.

"How do you propose to support my daughter, sir?"
"I didn't propose to her to support her at all. I only proposed to her to marry me."—Rehoboth Sunday Herald.

Proving the Punch.

Skids—You think his story has a real punch to it?
Skittles—Sure thing! You ought to have seen the way it put me to sleep.—Puck.

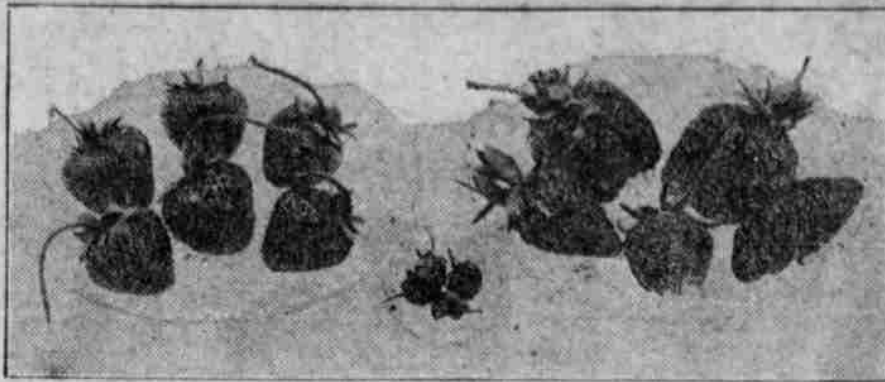
Disasters.

"My baldness dates from that terrible year."
"Oh, yes! 1870."
"What do you mean by 1870? I speak of the year I was married."—Le Rire (Paris).

A Success.

"Was the go to church movement a success in your neighborhood?"
"Yes, indeed. Our church was as full as it is when they are serving something to eat."—Detroit Free Press.

RIGHT WAY TO GROW THE STRAWBERRIES



Left—Cheasapeake. Right—Heritage. Center—The First or Parent Variety.

(By W. H. BURKE.)

Everybody ought to have a strawberry patch, little or big as the case may be. If one lives on a town lot, or is crowded between the high walls of city houses, or is blessed with a home out in the open, from which broad acres stretch away in their amplitude of fresh air and opportunity, it matters not, so far as strawberries go—they are the fruit universal, and all should enjoy them to the full.

Let us not forget at the outset that just as the strawberry is universally popular, so is it universal in its adaptability to all sorts of soils and climates. Its climatic range includes the tropics and Alaska, and one entire family comes from Switzerland, where its hardy plants peep out from the snows of Jungfrau and Matterhorn with the first signs of spring. And yet no other fruit responds more quickly and profitably to intensive cultural methods than does the strawberry.

Three elements necessary to large success with the strawberry are: Good plants, those that have been selected from mother plants of known fruiting vigor; a soil filled with plant-food chemically well-balanced, and careful, frequent and intelligent cultivation.

To these may be added an important fourth, and that is proper mulching, which serves many purposes—protection from alternate freezing and thawing in winter, conservation of moisture during the maturing of fruit, and cleanliness of the berries; the mulching materials forming a clean floor for the fruit to lie upon during the ripening period.

Still preparation is the first thing to be considered by the grower at this time. Assuming that his land is now in good condition of fertility, the first step for one who is to set out a patch of strawberries is to get the land to be devoted to this purpose in shape.

The soil should be broken up with plow or spade to a depth of at least five inches, and deeper if the soil will permit. However, if the soil is very shallow, one must see to it that the subsoil is never brought to the surface.

After breaking, harrow it and re-harrow it until it is as near the condi-



Dibbles Handy in the Garden.

tion of fine ashes as you can get it. The time to get soil in condition is before a plant is set out. If the soil be sandy, it should be rolled firmly before the plants are set; if heavy, press it lightly—once over with the roller will be sufficient.

Of course, you have ordered your plants from a reliable dealer. Don't try any other kinds than such a grower will send. It is a waste of time and money and a source of bitter disappointment at fruiting time if you set poor plants.

Poor plants are costly even as a gift; indifferent plants never can satisfy your ideals; only perfectly developed plants are good enough for anybody to buy and set out and work over; and good plants are an inspiration in themselves.

Having your land prepared and the plants to hand, get the latter in readiness for setting. By this we mean that they should be pruned by cutting off about one-third of the roots. It is the uniform experience of practical growers that pruning in this way induces a larger root system, which in turn builds up a larger crown—and the size and strength of the crown is what determines the yield and size of the berries.

The plant being in readiness, take a dibble (most practical growers use



A Fine Strawberry Bed.

this little and convenient tool in setting plants) and running it into the ground, in the line of the rows to be, to a depth of about six inches, press it from you so as to make an opening large enough to take in the roots of the plants.

Lay the roots into this opening with care, seeing to it that they are as nearly straight as possible; then remove the dibble and thrust it into the soil about two inches from the opening containing the plant, and draw it toward you.

This will press the earth firmly against the roots of the plant, and by pressing the surface with the fingers the crown will be properly-firmed into place.

When set the crown of the plant should appear just above the surface of the ground, the shoulder of the roots being barely covered. Then comes cultivation, and it is surprising what cultivation will accomplish. With the strawberry, cultivation begins just as soon as the plants are in the ground. This is to conserve the moisture in the soil at the time of planting, which will escape by capillary through the tracks left on the surface by the feet of the setter.

In a small patch this work will be done altogether with the hoe; but if one has quite a sizable patch he should have a hand cultivator, and if he grows berries for market he should have a 12-tooth horse cultivator if he would achieve highest success.

Never let a week go by without going over the field or patch with a cultivator, and if it rains frequently, go over the patch after each downfall just as soon as the soil will crumble in the hand.

This may appear like a lot of work; but it pays and pays big!

CHICKEN WISDOM IN PARAGRAPHS

Both Old and Young Fowls Relish Scraps From Family Table If Free From All Bones.

Brown eggs and white eggs do not hatch well together, either under hens or in incubators. Shells, sires and vigor are different.

Feast one day and famine the next are money losers.
A small family should leave few table scraps, but a large family will cause more. The fowls, old and young, appreciate these, if free from bones and not sour.

Eggs can safely be used for hatching purposes a week or ten days after the cock has been introduced to hens. It is safe thus to use eggs only four to six days after his absence.

Hens and chickens like alfalfa. It must, as usual, be clipped several times first year. To prevent it being dug up, cover with a lattice, through which it is picked by the fowls.

Alternate males in the breeding pens, using one bird three or four days, then removing him and using another for the same length of time. This practice insures better fertility.

Injury to Valuable Trees.

Not infrequently valuable trees are killed or seriously injured by using them for anchors, for guy wires, or for clothesline posts. If a tree is to be used for this purpose only temporarily, several blocks of inch board two inches wide should be placed around the trees, over which the wire may pass. This method is not safe for more than two or three years. A better way is to screw a large screw hook into the side of the tree, to which the wire may be attached, or for heavy anchorage, a bolt with a hook at one end, may be put through the tree trunk and the wire attached to this.

FOR BETTER ROADS

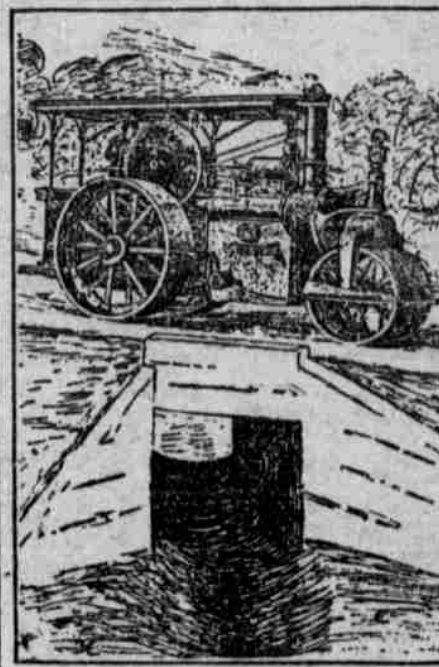
NOW IT'S ROADS OF CEMENT

Modern Country Thoroughfares Constructed of Concrete Require Very Little Repairing.

In a way, it is fortunate that the United States has been rather slow in the matter of road-making. The roads can now be built of lasting materials, such as will withstand the wear of motor traffic, which is fast ruining Europe's century-old roadways. Lasting road materials are everywhere present in the form of sand and gravel from pits and stream beds and crushed rock from stone quarries. Combined with Portland cement into concrete; they form an inexpensive and permanent road surface which successfully resists the usually destructive action of automobiles.

The first consideration in the building of concrete roads is a careful study of local deposits of sand, gravel and rock—known as the "aggregate"—to see whether they are suitable for concrete. Sand must be clean and hard and must grade uniformly in size of grain from one-fourth inch down. The same applies to gravel and crushed rock, except that the largest particles commonly allowable are one and one-fourth inches in diameter. If local materials are usable, a considerable saving will be effected, as only cement will need be freighted.

It is much faster and cheaper to mix the concrete with a machine than by hand. Depending on the grading of the aggregate, the concrete is usually proportioned one bag of Portland cement to two cubic feet of sand and four cubic feet of screened gravel or crushed rock, or one of cement to two of sand and three of gravel or rock. During the grading and draining of the road, the "aggregate" is hauled and piled at convenient points. The concrete is mixed mushy wet, is deposited to the thickness of six inches upon the firm old road-bed, and is brought to grade and shape by means of a trowel. In order to shed the water to the side drains the surface of the concrete is given a rise or crown in the center of one one-hundredth to one seventy-fifth the width of the roadway. The surface is finished with a wooden float and wire broom, by which means there is afforded perfect footing for horses. At intervals of 25 feet the road is divided



Modern Type of Concrete Culvert Reinforced to Bear the Heaviest Loads.

into sections by narrow contraction joints extending crosswise the road and entirely through the concrete. These joints are formed by means of a thin metal or wooden cross-form or divider to which is tied a single or double thickness of tar paper with the paper face against the last laid section of roadway. After the surface of this section is finished, and while the concrete for the adjoining section is being placed, the cord holding the paper to the cross-form is cut and the cross-form is removed. The tar paper adheres to the concrete and stays in the joint, which is reduced to the thickness of the paper by forcing against it the freshly placed concrete of the section under construction.

MEND MARKET ROADS FIRST

Country Produce Must Have Easier Way to Town, Says President Waters of Kansas College.

Improve the roads first by which farmers must market their produce, then look to the betterment of the cross-country roads. That is the advice of Dr. H. J. Waters, president of the Kansas Agricultural college.

Ten per cent of the Kansas public highways carry 75 per cent of the total traffic, the president said. Figures in the office of the state highway engineer show that it costs \$11,000,000 every year to get the surplus products from the Kansas farm to the railway station. If this ten per cent of road were improved, a saving of \$3,000,000 a year to Kansas farmers easily would be effected.



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