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EDITORIAL.

THE JUNGLE INSTINCT MUST BE CONTROLLED.

In the nature of man persists in varying degree the spirit of the jungle—the disposition of might to override weakness. The tendency to despotism and tyranny lurks within us, awaiting only a chance to display itself. Few men may be entrusted with the upper hand, without grave danger of their abusing it. This applies alike to the aristocrat, the plutocrat, the college sophomore, or the boss of the river gang; likewise to the peasant, the laborer, the college freshman, or the butt of the camp. The jungle instinct is latent within them, and flames out when the curb is removed and authority, especially new-found authority, or power is given them.

Taking them one with another, automobilists are probably no more villainous than other elements of the community. The difference is that an engine of destruction is under their control. Power lies in their hands, and the temptation to abuse it is great. The jungle instinct is insidious and strong. It was the same with the bicyclist once, only he was unable to monopolize the highway without considerable risk to himself, whereas the ponderous motor car may rush along the road with comparative impunity, leaving in its wake a trail of accident and impotent anguish. For this and other reasons, the automobile is a worse nuisance on country roads than bicycles ever were. It is true that now and then a hare-brained specimen of the genus chauffeur will crash into a tree or otherwise succeed in demolishing his vehicle, with possibly fatal consequences to himself. Such instances are, with that peculiar kind of logic common to autoists, offered in pacification of horsemen and pedestrians, as representing that the danger is not all to these. As though the fact that homicides are liable to commit suicide were an argument against restraining them from attempting murder!

Instances without number might be cited to illustrate the supreme selfishness and brutal indifference of many motorists, and this is said not forgetting that there are some who manifest the most praiseworthy consideration for the rights of others. It is not the latter class we are aiming at, nor for whom regulations are required. It is the large body of more or less flagrant offenders. Here is a case in point, recited with great gusto by one of the participants. A touring car, with a party of gentlemen and ladies (?), was tearing along the road from London to Chatham at thirty miles an hour. Upon its approach, a pair of horses in a pasture field took fright, jumped the fence, and ran along in front of the machine, which gleefully followed the terrified animals at full speed for a mile or so, as a dog would run down a fox. A woman in a buggy was overtaken by the runaways and pursuing car; her horse took fright, and pitched her into the ditch, while the runaways leaped a fence into a field. Without slackening speed, the motor-car rushed by pell-mell, its occupants laughing and jeering at the fracas they had been able to stir up. For were the roads not made for autoists, and of what account are such primitive creatures as dumb animals and farmers' wives? It is this fiendish tyranny and callousness that maddens the men who made the roads, and who fancied, poor fellows, up till a short time ago, that they had made them for riding and driving.

It is probably true that, in time, when the novelty of the plaything wears off, the spoiled children of the cities, whose fortunes, by the way, have been largely made through the fiscal burdens imposed on the farming community, will drive in

a saner manner, while acquaintance will render their vehicles less terrifying to equine temperament; but what about the meantime? Is the pleasure or the convenience of one autoist to constantly terrify and hamper a hundred farmers with their wives and families? Is the great agricultural industry, upon which the welfare of our country depends, to be compelled to suffer one more handicap on country life? Are the capitalists, whose investments in industry have been made profitable by bonuses, tariff favors, franchises and privileges, to spend part of their earnings buying engines of destruction, to be recklessly used in still further depopulating rural districts, while the farmer is expected to be satisfied with a sop of a few hundred thousand dollars to the Department of Agriculture?

It is time the farmers of Canada arose in their might and informed their legislators that henceforth legislation is to be framed chiefly in the interest of the many, rather than of the few. There should be a portion of every week on rural roads when it is made safe to drive horses. The country is in earnest on this question, and earnest measures are demanded. Trifling will not be tolerated. Where does your representative stand?

Since time immemorial, the wealthy and aristocratic classes have professedly or tacitly regarded themselves as the salt of the earth, and the masses of the people as so many yokels, to be tolerated because they relieved the privileged ones of certain menial duties. In the heightening dawn of the twentieth century, the spirit of democracy is asserting itself, notwithstanding occasional instances and tendencies to the contrary in some quarters. We are coming to see that it is the individual human life that matters, rather than the few sordid dollars of savings or earning power that it represents. The life and welfare and comfort of the poorest laborer or the humblest citizen is of just as much importance from a Christian and humanitarian standpoint, as that of a Shaughnessy or a Rockefeller. Viewed from this standpoint, how does the automobile traffic stand? Does it not perpetrate an outrageous injustice upon millions of people for the sake of affording doubtful pleasure to a few thousands?

It is commonly regarded as a triumphant vindication of a new invention to say that its users are pioneers of progress. It is claimed, on behalf of motorists, that they are popularizing and promoting invention in a mode of conveyance calculated in time to revolutionize rural as well as urban transport. They say that light and cheap motor cars will come into vogue among farmers. Probably they will, eventually, though we beg leave to point out that any vehicle which must stand idle during four or five months of the year will never completely displace the horse as a motive power in rural Canada. Motor cars will doubtless come into summer use among farmers in time, but we do not anticipate the passing of the roadster yet awhile. Meantime, the interests of horsemen and pedestrians should be considered paramount.

It's an ill wind that blows nobody any good. If the presence of the merciless autoist on cur roads, terrorizing horses and drivers, shall lead to a more humane and Christian sympathy with animals both domestic and wild, one great blessing will have been accomplished. People who quake at the approach of a heartless chauffeur may be less inclined to tolerate the cruelty of the boy who goads or whips his horse or dog for the sake of seeing it "stand around," or the wanton practice of the sportsman. The kind of hunting

commonly designated sport is nothing more or less than deliberate and systematic cruelty. The old fable of the boy and the frogs needs much teaching among us, and example is often the most effective tuition.

BEEF TYPE WITH DAIRY CAPACITY.

Elsewhere in this issue appears a letter from our esteemed and vigorous correspondent, John Campbell, of Victoria Co., Ont., discussing an editorial on the "Shorthorn Record of Dairy Performance," in our issue of March 19th. At the outset, Mr. Campbell quotes two extracts from the second and third paragraphs, respectively, which he construes as contradictory. The sentence extracted from the second paragraph reads, "It is not form, but capacity to perform, that we are after to-day." The excerpt from the third paragraph is worded, "The call is not to sacrifice beef type and turn undivided attention to milk, but rather to retain the beef type and the beefing proclivities, and to develop in cattle of this type a liberal degree of milking capacity."

We are convinced that a candid and careful perusal of the article referred to will discover no real inconsistency. The second paragraph referred to milking quality, the third to beefing attributes. No one knows better than the up-to-date dairyman that form is not a reliable indication of dairy capacity. Only a few weeks since, a prominent Ayrshire breeder informed us that a certain two-year-old heifer which he was about to discard from his herd, astonished him by yielding, in less than one year, in official test, more than enough milk and butter-fat to qualify a mature cow for the Ayrshire Record of Performance. On the other hand, many a show-ring favorite goes down before unpretentious stable-mates when it comes to production. These are facts, and can be borne out by any number of striking examples, as every wide-awake dairyman who has ever kept yearly records of either grade or pure-bred cows knows full well. Breeders of the dairy breeds, with commendable enterprise, recognize this fact, and go in for Records of Performance. Form is not a reliable or sufficient indication of dairy quality; hence, it is performance to which we must look. On the other hand, form is a pretty good indication—at any rate, one on which we must necessarily depend—in estimating beefing merit; therefore, no man who would breed dual-purpose cattle, will, under any circumstances, think of neglecting beef type. Nor need he. Experience has demonstrated beyond all doubt or cavil, that cows approximating the beef type often rival in dairy production those of the spare-fleshed, wedge-shaped dairy type, so-called. Two essentials of beef type, viz., constitution and digestive capacity, are also the foundation on which dairy usefulness is built, and the other essentials of beef type are not incompatible with excellent dairy performance, providing the combination is selected, bred and developed. We heartily agree with Mr. Campbell that there are herds of Shorthorns seriously lacking in beef type and condition, and that they should be improved in these respects by better breeding, selection and feeding; but this is no argument against developing milking quality, at the same time. Scrawniness is no merit in either beef or dairy stock. The trouble with so many so-called Dairy Shorthorns is that they have been merely off-type, and often unthrifty individuals of beef-bred strains. Lack of beef type does not guarantee dairy capacity, and such are not the class of dairy Shorthorns we are espousing. We want good, thick, thrifty cows that will flesh up well when dry, and milk down readily when in lactation, giving large, profitable yields of milk. There are such; there can and