

acres for corn. The majority of Ontario farmers would probably find it profitable to grow about that much corn every year, and if one employs modern methods of planting, cultivating and handling—ensiling the greater portion of it, and husking the rest, or feeding it whole—the labor entailed will be handsomely repaid. In fact, a system of short rotation, with a large quantity of feed raised and fed to stock in winter, is the very method calculated to solve the labor problem, by providing remunerative work all the year round.

This country should grow far more corn. Next to clover and alfalfa, it is easily our most profitable general farm crop. The trouble is that too many of us still have the "corn-patch" idea. It is time for us to expand and grow corn in earnest. Some men are already doing so, and, as a general thing, they are the ones who are making the money. When a farmer has from one-sixth to one-fifth of his arable land in corn, there is no trouble in arranging a short-course rotation. Meantime, those who are not in a position to grow corn largely may advantageously fill out this section with peas.

An indifferent farmer may have to summer-fallow; a good one should set his face resolutely against it. Bare-fallowing, it is true, cleans the land if it is properly attended to, and prepares for a good crop of wheat, as well as a successful seeding of clover, by rendering available much soil fertility, but, on the other hand, it dissipates a large amount of humus, exposes a great deal of the liberated soluble fertility to loss by leaching, thereby tending ultimately to soil impoverishment, involves considerable labor, and deprives us of a season's return from the fallowed area. Summer-fallowing is at the best a necessary evil. Let us bend our efforts to avoid it.

AUTOMOBILES AND DENATURED ALCOHOL.

Editor "The Farmer's Advocate":

I have noticed in your columns numerous articles from farmers re the automobile nuisance on our country roads, and while I agree with most of the sentiments therein expressed, it might be well for us farmers to take a look into the near future, and see what in all probability lies in store for us. Some of the principal objections raised to the automobile are the following:

First.—The rapid speed at which they travel causes the dust to rise from the suction produced and the air rushing in, which, especially on stone roads, is injurious, having a tendency to loosen the stones and injure the surface of the road. The great clouds of dust they create, visible at times for over a mile, is none of the most welcome visitors when one is travelling along our highways. But in this respect, judging from the hideous creatures I have seen emerging from the machines, I have fully come to the conclusion that they are getting their just share. If some man could devise a cheap means of overcoming this objection, he would prove a great benefactor to humanity. In California, where crude petroleum is very cheap, all trolley and steam roads, as well as all the principal highways, are oiled, which overcomes this nuisance.

Second.—The most serious objection is the unprincipled chauffeurs, who do not exercise proper caution in passing vehicles on the road, but rush by at breakneck speed, thus frightening the horses and the occupants in turn, with the result of many serious accidents. One might almost infer, from the tone of some of your correspondents, that anyone driving a motor car, or even riding in one, was almost a maniac. That almost riled my usually good temper. While I am not a manufacturer of these "darn devils," as they are sometimes vulgarly called, and do not even own one, I enjoy a ride in one occasionally. Because there are reckless drivers, I do not like to see the other fellows abused and insulted, who exercise due precaution, stop machine, alight, and assist by leading the horses past the machine. Such men may be out for pleasure, or the benefit of their health, or on business, possibly a doctor attending to an urgent call, and I do not like to see them included along with the other class, whom I would like to see banished from our roads, or taught a lesson. It is true the country roads were made by the farmers for the farmers; so, too, the streets in the towns and cities were made by the town and city people principally for their use; but country people are privileged to use them, and it would hardly be fair on our part to banish all the autos from the country roads. The autos are their only means of getting out into the country, many not being able to keep horses and carriages.

Accidents occasionally occur by reckless driving of horses, and we must expect that now and then accidents will occur by the automobile, even with the utmost precaution, and in spite of any

legislation that may be enacted. Most horses soon get accustomed to them, and if people would only take a little time and gently lead the horse up to this horrid machine, introduce him to it and explain its mechanism, there would be far fewer accidents. It is better to do that, since the auto has come to stay with us! In the meantime, till matters get adjusted, we must have patience—"patience endureth all things."

Not many years since, when the bicycle rage started, a certain New England church passed a law that any of its members riding a wheel on Sunday would be expelled from church membership; then, the bicycle was only used for pleasure. That same church, a few years later, provided quarters for the bicycles and placed a man in charge; then the wheel was used as a means of transportation.

I am looking forward to the time—not far distant—when the automobile, in one way or another, will be among the farmer's best friends. Already, in London, England, the motor car has taken the place of the omnibus, to a decided advantage. In parts of England, France, Germany, and even in America, the motor cars are making regular runs on highways, picking up passengers anywhere, the same as trolley cars, and it will not be many years before we here in Canada will see these cars on all our principal roads. Will not that be a great convenience to the farmers who may, unfortunately, not be located near a trolley line? Then, too, there will be freight motors, that will carry our produce to the market or the railway station more cheaply than the farmer can haul it. Our supplies from town will be delivered in same way. You can give your grocer or butcher the order by 'phone—every farmer will have one—and have your order delivered in time for dinner, just as city people do. Already, ordinary horseless buggies and carriages are made, and in a few years more we may expect to see motors adjusted to farmers' buggies and car-

can afford it, will have his horses and carriages.

The question of cheaper fuel, or something to take the place of that which produces such an unpleasant odor from passing autos—gasoline—is at our very door. We country people are very much annoyed by the filthy stench. I presume the city people don't mind it so much, being accustomed to all such unpleasant odors, with their perverted sense of smell.

I wish to draw attention to the matter of cheaper fuel—denatured alcohol. The farmers of Canada must do as they did in the United States, unitedly demand from our Government that they give us free denatured alcohol. The distillers, coal and coal-oil men, will fight such a movement as they did there. There are at present thousands of dollars lost annually to the farmers of Canada, especially the fruit men, in the way of waste materials, such as worthless or rotten potatoes and fruits of all kinds, that could be utilized in the manufacture of denatured alcohol. This could be used for lighting, heating, running motor cars and machinery on the farm. It gives a clear, soft, white light, similar to acetylene gas, and has the advantage of coal oil in not having any odor, nor the greasy nuisance to contend with, and no danger of an explosion.

If Canadian farmers do not, at the next Dominion election, stand together, and demand of their candidates, no matter what political stripe they may be, that they will use their influence and vote in the House to give the farmers of this country free, denatured alcohol, they will not be looking to their own interest.

Lincoln Co., Ont.

W. B. RITTENHOUSE.

SOME HARD NUTS FOR A MILITARY-DRILLED FARMER.

Editor "The Farmer's Advocate":

Since my article on military drill appeared in "The Farmer's Advocate" of Feb. 27th, someone has been firing at me from behind the cover of a "Military-drilled Farmer."

As military training has been in fashion since the time of Joshua, I fail to see why I should be called behind the times when I advocate a change. Like many others, I long for the time of which the prophet Isaiah foretold, when the people shall beat their swords into plow-shares and their spears into pruning-hooks; nation shall not lift up sword against nation, neither shall they learn war any more. Also the time of which the angels sang when they proclaimed the birth of the Prince of Peace. If we persist in teaching the barbaric customs of our ancestors, how can there be peace on earth?

With regard to military training in schools, one writer in a Toronto magazine, says: "These

good people who would abolish all references to war will be in a dilemma when they come to the Old Testament, and will probably revise such phrases as the 'God of Battles.'" One would think, by those words, that the Prince of Peace had not come, and that His sayings and the New Testament had never been written. If Christ had not already revised these things, we should still have sacrifices, polygamy and slavery.

Militarism is directly opposed to the teachings of the Prince of Peace which we in Canada profess to believe, though in reality we worship Mars. The early Christians, rather than bear arms for the emperor, suffered martyrdom, thus displaying courage unequalled on a field of battle.

"Military-drilled Farmer" says that were I more conversant with military drill and calisthenics as taught in our more progressive schools, I would change my mind. I am familiar with military drill, which I believe to be wrong. I am



Buchlyvie Laird [6102] (13389).

Clydesdale stallion; roan; foaled May, 1904; sire Baron of Buchlyvie. First and reserve champion as a two-year-old at Perth, Scotland; third at Toronto; second at Ottawa, 1907; second at Ontario Horse Show, Toronto, 1908. Imported and owned by Smith & Richardson, Columbus, Ont.

riages, and possibly, also, to our heavy wagons. With this improvement in construction, their cheapness from the immense number required, their simplicity of operation, and cheaper fuel or gas, the farmer will not be able to afford to drive a horse on the road. It is then that he will run to and from town, when in a hurry, with that breakneck speed that these other fellows are now going. Then our good housewives and daughters can run to town unmolested—no fear of their stead ditching them, and no bother or delay in hitching. Why, they will be there before the hired man could even get up a horse. There seems to be a golden age for them looming up in the near distance.

In the past we have been accustomed to look upon those owning automobiles as being among the wealthy; in the near future, the man of ordinary means, such as the average farmer, will be the man using the auto, while the wealthy man, who