

FOUNDED 1866

GRAND TRUNK RAILWAY SYSTEM

Service to the Highlands Ontario from Toronto

Daily for Muskoka Lakes, daily except Lake of Bays, Algonquin Park, in River and Timagami Lake points, daily except Sunday for Georgian Bay, and Maganetawan River points, daily except Sunday for Muskoka of Bays and Algonquin Park.

SHIP EXPRESS

London - 12.23 p. m. Sarnia Wharf, 4.30 p. m.

Wednesday and Saturday, N. N. Co.'s palatial steamships for Erie, Fort Arthur, Fort William and at Fort William with G.T.P. Railway and points in Western Canada. For Library-Cafe and Parlor-Library between Toronto and Sarnia Wharf. Particulars on application to Grand Trunk Ticket Agents.

GGERS

All growers know that it pays to use on five acres - they save valuable time, crop in good condition, at less expense.

ON-AGE DIGGERS

or 20 ins. Elevator, 22 or 24 ins. wide. Through separation without injury to the crop. Best two wheel truck. Right adjustment of plow, shifts in gear from the seat. Can be backed, turns short into next row. We guarantee our diggers to do the work claimed for them. Ask your dealer about them and write for booklet.

The Robinson-Wilcox Company, Limited, 14th St. W. Toronto, Ont.

CHALLENGE COLLARS

Acknowledge to be the finest made. Water-proof. Collars ever made. Ask to see and buy no other. All stores or direct for 2c.

CHALLENGE COLLARS are good. CHALLENGE BRAND is the best.

CHATHAM PACKING CO. Limited, CHATHAM, ONTARIO

Direct from manufacturer. Prices therefore reasonable.

tonSeedCake

Rich in Protein

VALUE ON THE MARKET FOR DAIRYMEN

Those who have fed this cake are highly pleased

Write us for prices

CHATHAM PACKING CO. Limited, CHATHAM, ONTARIO

Direct from manufacturer. Prices therefore reasonable.

Per Set Delivered to Nearest Railroad Station in Ontario

28-inch and 32-inch diameter, 4-inch by 3/4-inch covered or plain, made to fit any

Write for Catalogue.

ORMAN S. KNOX

ington St. East, Toronto, Ont.

MAKE YOUR BIKE A MOTORCYCLE

at a small cost by using our Attachable outfit. FITS ANY BICYCLE. Fully attached. No special tools required.

Write today for bare-bone list and free book. FREE BOOK

describing the SHAW Bicycle Motor Attachment. Motorcycles, all makes, new and second-hand, \$25 and up.

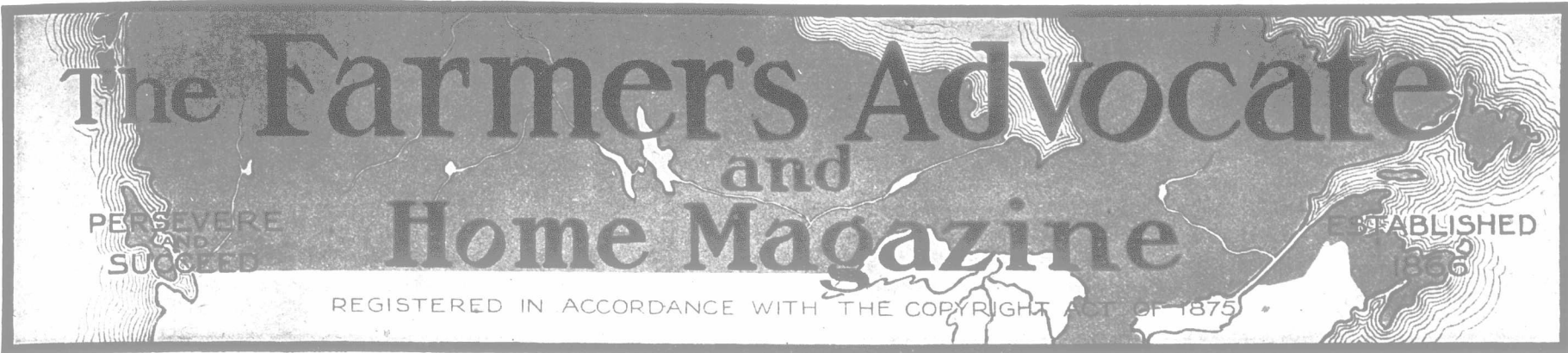
SHAW MANUFACTURING CO. Dept. 79, Galeburg, Kansas, U.S.A.

Build Silos, Dwellings, or any class of building from Concrete Block.

The London Adjustable Concrete Block Machine makes every kind and size of Block. High grade. Moderate price. We manufacture a full line of Concrete Machinery. Send for Catalogue No. 3.

CONCRETE MACHINERY CO. Dept. B, London, Ontario

Manufacturers of Concrete Machinery



VOL. L.

LONDON, ONTARIO, JULY 22, 1915.

No. 1191

EDITORIAL.

It is said that Belgium now is a land haunted, not habited.

It is not too early to select the fall wheat land and decide on its treatment.

The man with the rusty hoe usually knows considerable about injustices and hard times.

The Kaiser's men cannot learn to appreciate the kind of jack knives used by the Canucks.

The Germans admit that they themselves must take second place to the Canadians as warriors.

Is the pasture sufficient for the herd? Perhaps a little chop or meal would give profitable returns.

Commerce is as peculiar as the weather and almost as changeable. We are now shipping butter to New Zealand.

Where mustard fields have gone to seed there is a heritage left to the next generation that will not be dissipated in a hurry.

Buying cattle for winter feeders is getting to be somewhat of a gamble. Who knows what the price of beef will be next spring?

Don't neglect the corn. After the two-horse cultivator is impracticable use a single horse, and keep the weeds down and the moisture in.

Secure barrels and boxes for the fruit crop as soon as the extent of the yield can be estimated. It will save time and prevent trouble when the rush comes.

Uncle Bije says it is easy to make the farm famous for Ox-eye Daisy, but it will not help us out with the tax collector nor buy the baby a new gown.

Commissions to clean up matters are unnecessary in one sense, but they are preferable to real warfare. Would that Europe had been satisfied with a commission to investigate.

It is unwise to plough down weed seeds. After-harvest cultivation will germinate the seeds, and another assault with the cultivator or harrow will destroy them. Take the offensive.

In a modern epic drama Satan sends the soul of Attila to the body of the Kaiser with these words: "To whom I send thee as a house prepared." It is evident that His Satanic Majesty is a good judge of accommodation for souls of his own likeness.

The hay crop has been light, but other departments of the farm look promising. A good harvest of farm crops will do much to bring prosperity to our door and insure the financial standing of Canada. The farmer is not generally looked upon as a financier, but upon him depends the status of our country in the money markets of the world. This is not flattery or idle talk, but the words of all commercial interests during the past winter. It has been admitted that the farmer has a right to live.

The Man and His Land.

Fertile soils and resourceful, ambitious farmers make the country what it is. If the seed fall upon rock no effort on the part of the sower can cause it to take root and yield abundantly, but where these conditions are favorable, enthusiasm and will power are translated into yields that look good to him whose sympathies go out to "the man with the hoe." Ontario cannot be surpassed as an agricultural country, but within its confines, as in all lands, are sections where a farmer's ambitions cannot be transmuted into profitable and satisfactory rewards. If the land appears light and sandy, if the crops appear yellow and show a desire for more plant food, if buildings are modest or poorly maintained it should not always be blamed upon the owner. These circumstances can often be overcome, but in many cases it is an up-hill road. Throughout all Canada are circumscribed areas of limited extent that are not favored with the most desirable natural conditions, yet into the homes on these lands are born young men and women, and unto them is handed down the homestead with all its associations, ties and sometimes encumbrances. What is one to do when bequeathed the home, the traditions and the environments of the family? True, many could profit by an absolute change of farm and surroundings, but there is a link which is hard to sever, and that link binds many naturally ambitious and progressive young farmers to the soil of their fathers. Although a roving spirit is not to be cultivated it might sometimes be wise to desert the barren or stubborn fields for greener pastures. Such a move might arouse new aspirations and result in more remunerative labor on a more responsive farm. However, one should first understand his soil and apply the treatment that is liable to produce the desired change, for too many are inclined to blame the land and its surroundings for any unfruitfulness, and exonerate themselves from all responsibilities in such matter.

The Motor Cycle Terror.

Reports reaching "The Farmer's Advocate" indicate that the need has not yet passed for a sterner enforcement of the law governing motor vehicles on the public roads. These regulations are designed not only for the safety of pedestrians and those driving horses, but for the protection of those who drive or ride in motor conveyances. Nearly every day the newspapers are recording heart-rending accidents which should teach the lesson of care and moderation in car driving.

In Ontario Province, for example, it should be borne in mind that the speed limit for cities, towns and villages is 15 miles per hour, and on country roads 20 miles per hour except in special cases where specific portions are set apart. The drivers of motor cars are to slow down at 100 yards distant to seven miles per hour on approaching to meet or pass horse vehicles, and in case the driver of the latter signals with the hand the car is to be halted and if need be the motor engine stopped. In coming from the rear the driver of the automobile or other motor vehicle is to signal so that the driver of the rig ahead may be warned in time to avoid risks of danger, especially so in case the buggy tops are up. Only lately several cases were observed where parties narrowly escaped being run over by cars coming up silently and suddenly from the rear without

giving warnings with the horns with which machines are especially equipped for that very purpose. It is high time that motor traffic should settle into normal conditions free from the old-time spirit of dare-devil recklessness or other stimulants. Rural car owners are now as a rule setting a good example in the sensible use of the country highways. Motor cycles are governed by the same regulations as apply to the larger machines, and are as a rule a greater terror to horses because of the infrequency of their appearance and the startling noise made in their propulsion. There is no excuse for driving them at breakneck speed as reported anywhere from 25 to 40 miles per hour along thickly-settled highways where, as has been noticed in the dusk of evening, children and pedestrians coming out of gateways or rigs from lanes are in danger of collisions which would certainly result in injury and possibly death. Such exhibitions of senseless bravado, to put it mildly, ought to be sternly repressed and an example made of those who thus imperil their own and the lives of others.

Why Back to the Land?

It is doubtful if the farmers of Canada would benefit by a real back-to-the-land movement. There is sufficient of staple farm products grown on the soil of this country to feed the people so any increase in production must find an outlet through the export trade. This, of course, is not inconsiderable at the present time and in the majority of cases prices are fair. It is understood that Old Country prices govern our own to a very large extent, so any increase in such articles as wheat or live stock should not influence prices very much. On these grounds farmers do not complain that the occupation is now over-crowded but they leave the door wide open to those who wish to return to the land.

On the other hand it has been requested that farmers produce abundantly, increase the exports and thus help to balance ourselves on foreign markets. We might ask why we owe on foreign markets. If money has been borrowed, who has been benefitted by it? It appears that a large percentage of loans have been expended in urban municipalities or on construction work from which the farmer has not yet felt the benefit. The farming community have been very good indeed to respond to the appeal, for anything they have acquired in the way of monies has been through the sweat of their brow not through the benevolence of the financial departments of the various Governments they have placed in power.

The door to the farming occupation is open. There is plenty of land waiting to receive the willing hands of the worker, but they must come on their own initiative and not upon the request of other farmers. It is undoubtedly in the best interests of the manufacturing and commercial world that the farm lands of this country be populated with an industrious and ambitious people, and it is with the former that the majority of back-to-the-land appeals originate. When the cost of living to the urban dweller becomes too high as compared with his wage then there will be a trek farm-ward but it will be conditions in the city and rewards for labor on the farm that will regulate the movement.

There has been some exodus from the city to the country but we should not neglect to discount many of these circumstances. There has been much of the fad element in the back-to-the-farm