

talking hard
ntry go on
tain months
to be sent
been sold to
or British
cost of ship-
ments would
pense to the
e are known
re in favor
last consign-
consisted of
sheep. In
of the Live-
ret work, it
et gone for-
nimals were
It requires
stock indus-

en.

ctor General,
in a position
f permits for
d swine from

roduction.

nd favorable
row a good
grow readily
grow a good
is poor or
orable is the
e how much
and weather

making for
er seed bed
ing methods.
6 or 17 years,
nts as well,
nd a fine top
all sorts of
ily accessible
ture, the one

ow hoed crops
land is dis-
er. To grow
a good, solid
the hoed crop
g to put the
in production
inued working
as under hoed
upon this top
im possible in
r, grasses and
inued stirring
crops, having
unity to ger-
ly free from
to turn this
d soil so well
and weed seed
own where all
hoed crop the
seems to me
for one year
possible when
and seeding
Our experi-
ers and includ-
ection, points
ace soil being
atory to grain

s the next con-
seeding nor a
e the best re-
ht do best on
the same might
seeding. The
ances to one
as being the
ear. The seed
eep, unless the
a little deep-
uite so deep.
can only say
hough the seed
riety likely to
d to sow the

ty.
ould be grown
g sown at the
to show that
gh at any one
n of grain is
only followed

APRIL 1, 1915

THE FARMER'S ADVOCATE.

533

would give under such conditions then shorten up the rotation and grow grain more frequently.

The seeding done, the matter of handling the soil immediately thereafter is the next consideration, and here no hard and set rule can be laid down, but in a general way it is safe to say that land should not be touched if it is at all damp; if dry, or a little on the dry side, then it had better be rolled and immediately gone over with a light slant-toothed harrow,—the first operation to pack the seed in tight and bring the moisture from the lower depths, the second to prevent the moisture evaporating. When the grain is six or eight inches long, should the soil surface be baked or hard, a good practice is to run over it with a roller and so form a mulch, preventing further evaporation and giving the plants a new start. No harm need be anticipated to either the grain or the seeds from such treatment. Some farmers practice harrowing the land after the grain is up. This, however, is, of course, an impossible practice where grass seeding has been done. Rolling is just as effective so far as the mulch formation is concerned, but, of course, has no destructive affect upon the weeds.

Possibly a few words here as to the best method of preparing land for corn would be timely. Where the land is not yet ploughed undoubtedly the best results can be secured by treating somewhat as follows:

Apply the barnyard manure at the rate of ten or twelve tons per acre, scatter as evenly as possible and plough, if possible, when damp from rains more or less recent. If not ploughed until a few days previous to planting and damp at the time of ploughing, the very best results may be anticipated. After the land is ploughed it should be rolled and disked, that is, plough all day until there is just time to roll and disk what has been ploughed before unhitching time at night, and so leave the field in good condition, so far as moisture conservation is concerned. This should be kept up until the whole of the field is ploughed, when thorough disking and repeated rolling, if necessary, should be given until a firm seed-bed is ready with a fine, smooth surface.

No stinting of labor is profitable or, in fact, possible at this time. Thorough preparation means sure success; a poor preparation means probable failure, or at best, only partial success. The seeding done, a good plan is to harrow the land four or five days thereafter. Particularly is this true should rains come and render the surface soggy and wet, in such case harrowing as soon after the rain as soil will permit breaks the crust, forms a mulch, raises the temperature from four to ten degrees and brings up the corn with a rush. Cultivation should continue at frequent intervals, whether needed for weed eradication or not, from the time the corn appears above the ground until the horse disappears among the corn.

C. E. F., Ottawa.

J. H. GRISDALE.

How Long—How Long?

Editor "The Farmer's Advocate":

How long will the farmer stand to be made a fool and tool of when by organization he could become a power that would put agriculture where it belongs, at the front of all professions? Our members at Ottawa, both Liberal and Conservative, know that they are dealing with an unorganized class, and that by throwing them an occasional sop, which has virtue and benefit only in its title, they can keep them in political line and depend on their vote at the next election; no matter what injustice was done them in the meantime. A politician once said to me, "The farmer is the 'easiest' man in the constituency if you know how to work him." There is the secret of the whole matter. The farmer, all over the Dominion, is so well "worked" that year after year he stands patiently and watches the politician make laws that keep his nose to the ground and fatten the non-producer at his expense, largely because of his foolish, short-sighted, hereditary, instilled and ingrained loyalty to party. Would parliament dare to tax the manufacturers as they do the farmers? Not much! They know that this trade is organized, and cares as much about party politics when weighed against yearly profits as a hungry wolf would care for the life of a victim.

When the manufacturers want any help from Governments they demand it, and the Government, no matter which party is in power, gives it to them to save its life. When the farmers want anything they pass a resolution at their annual meeting, their secretary sends it to the proper Department, and the Minister's Secretary is instructed to reply that it will have early and earnest consideration, and the matter is dropped.

I want to live to see the day when farmers will organize all over our Dominion, pledged to vote independent of party, to protect their interests, to send only farmers to parliament, but when I think of the fact that a large majority of these same farmers have been taught by their

fathers, grandfathers and political traditions that it is more dishonorable to vote against the old party than it would be to steal a neighbor's horse, I am led to repeat, How long, how long? N. S. R. J. MESSENGER.

The Automobile and the Farmer.

We once knew a farmer who drove an old gray horse, big and tall, and like all "old" horses in those days he was wild with fright at the sight, sound or smell of an automobile. We met him on the road one day just after he had successfully, but with much difficulty, negotiated the old horse past an extremely noisy old automobile and when he drew up for the usual friendly chat these were his first words "Johnny let's get an automobile and scare some other fellow's horse." He was not afraid of the car but the horse was.

And then at first there were people who were more afraid of automobiles than were their horses. The story is told of an old man and woman who did much driving with one of the quietest and safest specimens of the equine race, and who upon seeing or scenting an automobile threw up their hands immediately, signalled the machine to stop and went into more or less severe spasms of fright. Gradually the old man became accustomed to the trouble and the old mare never even noticed automobiles but the old lady never overcame her nervousness and up would shoot her stopping signal at sight of an approaching "gas wagon." On one occasion her hands were up and the old man was standing at the head of the unconcerned, reliable old mare and in the distance stood a big touring car. One of the occupants of the car approached to help them out of the trouble and attempted to grasp the old mare's bridle and lead her past when the old man exclaimed: "I can manage old Doll all right if you can get the old woman past."

Then there was a third source of trouble—the man or woman with a fractious horse, both horse and driver being afraid of automobiles, the latter legitimately so, for it was no joke to meet a "speeder with a reckless load of joyriders when the horse was unmanageable and there was a danger of there being limbs to mend or funerals to attend. But the older horses are passing and younger animals are or should be brought up accustomed to automobiles.

Pesides all this there has been and is the dust nuisance. There is no particular pleasure in biting the dust of a speeding auto which has passed with an unusual burst of speed while its care-free occupants laugh in their glee and enjoy the exhilaration of bounding over the best of the road in the face of the balmy summer breeze, which to the occupant of buggy or wagon behind becomes a smothering, nauseating, dust-and-microbe-laden, heavy air. Then there is the damage to crops. The dust hovers over and settles down with its grime upon them. This must be injurious.

Now we have said all that is bad about an automobile operated with common-sense caution. Everything is bad and nothing deserves a good word about the machine operated by senseless joyriders who have no respect for human life or property but happily this is not the fault of the horseless carriage but of the irresponsible at the wheel; fortunately most drivers are considerate and use good judgment in managing their cars.

Let us turn to the value of the automobile to

the farmer. The automobile has lived down much severe criticism in rural districts and has developed into something more than a pleasure car for the millionaire or a thrilling plaything for the sons of the rich. The evolution of the motor car has been rapid, and to-day it stands something more than an instrument of pleasure—a real economic necessity of value to farmers as well as to city dwellers. The motor car has a place on the farm provided the farmer has the necessary means to purchase and operate a machine, and while on this point be it said that as a general thing the farmer is in a better position to own a car than a large majority of city-dwellers who do own them. The population of Canada consists very largely of people engaged in some form of farming and a large percentage of these own their own farms free of debt while most of the others are prospering and paying off gradually any debts which may be against their property. Owners of farms clear of debt are financially in a good position to own a car but the question arises what use would a car be to them? This may be answered in much the same manner as the same question applied to the city businessman. The motor car provides a means of relaxation after a hard day's work in the fields or stables. It takes the place of the driving horse, or what on most farms proves to be a combination driving horse and work animal. This horse in the rush season cannot be driven on the roads because he is already tired when night comes from work in the field. The result is the family must stay home evenings often when it is desired and even necessary to go to town or to a neighbor's some distance away. The car puts the farmer in the suburbs of the city. He is at most only from one-half an hour to an hour from all the city advantages and the car gives him an opportunity to get the best form of recreation. It breaks the monotony and makes agricultural life more attractive by destroying the isolation of the farm. By bringing farm and town together marketing facilities are greatly improved which eliminates transportation troubles so prevalent where farm produce must be shipped by rail or where visits to the market are delayed because the horses are busy. The family situated on the farm where a car is part of the equipment knows nothing of the loneliness and limitations of farm life so often branded as drudgery by those who make it so by depriving themselves of comforts they might just as well enjoy. An automobile is more than a luxury on the farm it may save many dollars in a single season. If machinery breaks down repairs may be had from town in a few minutes; if veterinary or medical help is required and telephones for some reason are not working the automobile fills the gap as nothing else can. It may be used, as previously stated, to market produce to the best advantage and besides all this the man who owns and operates a car well usually benefits from the experience, becomes a better farmer, and through the opportunities which the car gives him improves his knowledge through travel and experience as he could do in no other way. It is a great means of facilitating communication and intercourse and should aid in all community work tending to elevate and improve conditions in the farm home and on the farm.

The farmer financially able to stand the expense cannot afford to deprive himself and his family of the advantages which an automobile gives and as the tiller of the soil is generally a



The Farmer Enjoys His Car.

Automobiling on Kettle Point Road through the Indian Reserve.