

## THE FARMER'S ADVOCATE AND HOME MAGAZINE.

THE LEADING AGRICULTURAL JOURNAL IN THE  
DOMINION.

PUBLISHED WEEKLY BY  
THE WILLIAM WELD COMPANY (LIMITED).

TWO DISTINCT PUBLICATIONS—EASTERN AND WESTERN

EASTERN OFFICE:  
CARLING STREET, LONDON, ONT.

WESTERN OFFICE:  
IMPERIAL BANK BLOCK, CORNER BANNATYNE AVE. AND MAIN ST.,  
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LONDON (ENGLAND) OFFICE:  
W. W. CHAPMAN, Agent, Mowbray House, Norfolk Street,  
London, W. C., England.

JOHN WELD, MANAGER.

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### Passing of the Summer-fallow.

In a recent trip across Ontario, the writer was struck with the paucity of bare fallows. In a hundred-mile ride hardly a dozen were counted, where ten years ago they were numbered by scores. The subordinate place which fall wheat now occupies in the farm economy is no doubt partly responsible for a falling off in the practice of summer-fallowing, but a further explanation is that farmers have learned how to utilize their land more wisely, accomplishing, by clovering, manuring and the cultivation of hoed crops, the thorough preparation for wheat which it was formerly thought could be secured only by sacrificing a season's use of the land. With the introduction of the silo and corn-growing, improved implements and more intelligent cultivation, it is possible to clean a weedy field as thoroughly while raising twenty tons of feed per acre as it was formerly done in bare fallow, while the stock kept to consume the feed supplies manure to enrich the wheat ground and obviate the necessity of fallowing to liberate plant food. Thus, on the stock farm the cycle continues—good crops mean more manure; more manure means bigger crops, not only of wheat, but of everything else.

Summer-fallowing wastes fertility. It adds no plant food, except in so far as it favors the absorption of a small amount of atmospheric nitrogen. It renders soluble a large amount of plant food already in the soil, particularly nitrogen and humus, but in the absence of a growing crop to take these up a considerable proportion is lost by washing and leaching, leaving the land in poorer condition, chemically and physically, for future crops. Its saving virtue used to be that it went far to ensure a good catch of the nitrogen-gatherer, clover, which did much to restore the fertility wasted by fallowing; but we have now found that, by modern methods of cultivation, manuring and seeding, sowing the grain rather thin and the clover thick, we can get good catches, even with oats. Hence, a practice growing in favor is to follow a well-cultivated corn or root

crop with spring grain seeded to clover, plowed up in the third or fourth year of the rotation for another hoed crop, or, perhaps, peas or beans. Many striking instances show the wisdom of this plan, which is gradually supplanting the time-honored grain summer-fallow and timothy regime, to the great advantage of pocketbook and farm.

### The Automobile Nuisance.

Elgin, Ont., Farmer: "The article in the 'Farmer's Advocate' on the automobile nuisance was a good one. It was right to the point, and strictly correct. The 'auto' was well-named by the writer a 'devil machine.' Keep up a discussion till something is done to curb these fellows who are making our highways dangerous to travel upon."

D. Messenger, a constant reader, Wellington Co., writes: "Your issue of July 6th, on the first page, contains an article on the automobile, every word of which I endorse most fully, and hope to see many of your readers express their views on this abomination through the medium of your valuable paper, so as to awaken the public to a sense of the danger to which the females of their families are exposed from these 'devil machines.' Allow me to suggest the advisability of publishing the new Ontario Act which came in force on July 15th, and was passed through the House a few days before its close, governing the use of such machines. I will say this much at present: Those using them do not consider the safety or convenience of their fellow beings, and will add that it is very easy to see that the poor man is not placed on the same footing with the rich, for if a poor man brings his horseless vehicle on the public highway he must send someone to herald his approach, and give all assistance in passing others by coming to a full stop and leading the frightened team or single horse past; but not so with the man who takes his ease in his auto at the expense of public safety."

The Argus, of Montreal, in the following paragraph, suggests high license as the remedy for the new road pest: "I would like to see a radical alteration in the law with regard to automobiles. It seems impossible to enforce the present law, which imposes penalties for driving beyond a certain speed limit, because of the impossibility to stop or to identify the offenders. A more sensible plan would be to impose a penalty upon every man selling or having in his possession a machine capable of going faster than the prescribed limit. The fact of a man going to the expense of buying a machine capable of making forty or fifty miles an hour is presumptive evidence that he intends to break the law and travel at the rate of forty or fifty miles an hour whenever he thinks it safe for him to do so."

The Prairie Farmer takes the ground that steps should be taken towards devising some means by which these machines will pay their portion of taxes in developing and maintaining good rural roads. This step has already been taken in New Jersey, where automobile operators will now be called upon to pay for the privilege of driving over toll roads. (Note.—What about the roads on which no toll gates exist?—Ed.) As a general proposition, the man who is able to support and operate a machine costing \$1,000 to \$2,500 and more, can afford a tax that will contribute toward the improvement of the highway. This seems especially true when he is so anxious for the improvement of the roads. Not only should automobiles be taxed for road improvement, but laws should be enacted by which their speed will be limited on all rural highways.

In regard to the request of a correspondent for the publication of the Ontario automobile law, we may say that the substance of it was given at length in the "Farmer's Advocate" for July 6th. The following circular has been issued by the Provincial Secretary to the automobile fraternity, and will be of interest:

A marker issued with permit, on registration, must be prominently and securely fixed on back of the body of the automobile.

The number on the marker must not be allowed to be obscured by dust.

From sunset to sunrise the marker must be illuminated by a lamp.

The marker number must be painted in black figures not less than two inches in height on the illuminated glass of a lamp to be carried prominently in front of the automobile, the glass being ground or stippled with white paint.

Not more than ten miles per hour within any city, town or incorporated village, and without the same not more than fifteen miles per hour.

Automobiles must not approach within 100 yards, a horse going in the same or opposite direction, at a speed of more than seven miles per hour.

On crossings and bridges speed must be slackened.

Every automobile must carry a bell, gong or horn to warn persons approached.

No automobile race will be allowed on highways.

Motor must be locked when on the highway and not in use.

The owner of vehicle will be responsible for all infraction of act or regulations.

The penalty for infraction of the act of regulations is \$25.

## HORSES.

### Attend to Your Horse's Teeth.

The average horse owner does not appreciate the necessity, or, at all events, the advisability of frequently examining his horse's mouth to ascertain the condition of the teeth. Of course, it requires some knowledge and skill to examine a horse's mouth, but any person who wishes can readily acquire this. In the first place he must become conversant with the normal condition of the teeth, in order that he may be able to recognize an abnormal state, or one that requires attention. The ability to rectify abnormal conditions is not so easily acquired. In order to do this a man must have expensive instruments, as a mouth speculum, tooth rasps of different patterns, tooth forceps of different kinds, tooth shears, etc., and he must by practice acquire skill in using them. The knowledge of what to remove, either by shears or rasp, is very important, as it is quite possible to remove too much, and instead of improving the case matters may be made worse. It is usually wise and profitable to take a horse whose teeth require dressing to a qualified veterinarian, rather than to some "handy man" who may own a tooth rasp, or to some so-called veterinary dentist, who may have an elaborate set of instruments but does not know how to use them properly.

Colts or horses of mostly any age may require attention. Horses that are not eating well, or possibly consuming sufficient food but not thriving, are often dosed with medicines of one kind or another without effect, when a little attention to the teeth is all that is needed. A colt when born has twelve molar or grinding teeth, three in each row. Between two and a half and three years of age the first and second in each row are shed and replaced by permanent ones, and between three and a half and four years the third tooth in each row is shed and replaced by a permanent one. When the permanent tooth is growing the fangs or roots of the temporary one become absorbed, and the crown forced out by the permanent one, and when the latter has passed through the gum all that is left of the temporary tooth drops off. In some cases the fangs do not all absorb, but sufficient remain to prevent the crown dropping off, and the permanent one forces it out until it projects above or below the wearing surfaces of its fellows, according to whether it be in the lower or upper row. When this condition exists the colt cannot masticate well, hence fails to eat sufficient, and does not thoroughly masticate what he consumes, hence he is unthrifty, fails in flesh, and becomes more or less weak. When colts of these ages are noticed to be dull and unthrifty their molars should be examined, and if there be any projecting crowns they should be removed with a pair of forceps, which is easily done, as there is usually very little holding them in place. At four years old a horse should have a full set of permanent molars, hence trouble from molar crowns no longer exists. At the same time, the teeth frequently require attention. The space between the rows of molars in the upper jaw is considerably wider than that between those of the lower, hence the process of mastication has a tendency to bevel the teeth, those of the upper jaw from without inwards, tending to leave sharp points on the outer edge, and those of the lower jaw from within outwards, tending to leave sharp points on the inner edge, and these points scarify the cheeks or the tongue, and thereby interfere with mastication. This condition, causing imperfect mastication, is often the cause of unthriftiness and, not infrequently, indigestion, either acute or chronic, usually the latter. In cases of this kind the sharp points should be removed with tooth rasps of different shapes. In fact, there are few horses that would not be benefited by having their teeth dressed every year. The usual charge for dressing teeth is \$1.00, and the horse owner would find it money well spent to have the teeth of every horse he owns dressed once each year. There are many cases where no apparent difficulty in mastication is noticed, but if the teeth be examined the sharp points mentioned will be felt, and their removal will be the means of allowing the horse to masticate more easily and thoroughly, and thereby receive more benefit from his food. This is a fact that is not generally appreciated, and if veterinarians were to tell their patrons that their horses' teeth required dressing when no noticeable difficulty in mastication existed, they would be blamed for trying to deceive them; but the fact remains all the same. Then, again, from different causes, it is not uncommon for one or more teeth to wear faster than their fellows, and as a consequence