

The Farmer's Advocate AND HOME MAGAZINE.

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IN THE DOMINION.

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It is impartial and independent of all cliques and parties, handsomely illustrated with original engravings, and furnishes the most practical, reliable and profitable information for farmers, dairymen, gardeners, stockmen and home-makers, of any publication in Canada.
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Rules of the Road.

A very great deal of confusion exists as to the rules of the road, particularly those applying when one vehicle overtakes another. Many drivers of horses, for instance, when overtaken by an automobile, will turn to the left, expecting the automobile to pass on the right. This is wrong. The person ahead should keep to the right; allowing the overtaking vehicle to pass on the left. This applies, at least, in the province of Ontario. In the case of two vehicles meeting it is well enough known that they both turn to the right. The converse of this rule applies in England, in the Maritime Provinces, and on Vancouver Island, unless recently altered. Elsewhere in Canada the rule is to keep to the right. The Ontario law on this point is very well explained in the 1912 annual report of W. A. McLean, Provincial Engineer of Highways. The rules are principally covered by the Highway Act, 2 George V.c. 47, and the Motor Vehicles Act, 2 George V.c. 48.

1. When two vehicles meet on the highway, each driver shall turn to his right-hand side, allowing the other vehicle one-half of the road.
2. A vehicle, or horseman, overtaken on the highway shall turn out to the right and allow the overtaking vehicle or horseman to pass on his left-hand side.
3. A person overtaking a vehicle or horseman, in passing shall turn to the left-hand side sufficiently far to avoid collision; the person overtaken to leave at least one-half of the road free.
4. In the case of a bicycle, or tricycle, the foregoing rules apply, except that the bicycle or tricycle can require only sufficient room on the travelled portion of the highway to pass; also when overtaking another vehicle, the person on the bicycle or tricycle is to give audible warning of his approach before attempting to pass.
5. When a vehicle is so heavily loaded that, when meeting or being overtaken, the driver finds it impracticable to turn out, he shall immediately stop, and, if necessary for the safety of the other vehicle or if so required, he is to assist the person in charge to pass without damage.
6. A portable or traction engine is required, if practicable, to give half of the road, and to remain stationary until a horseman or horse-drawn vehicle has passed. The engine is to stop at a distance of not less than one chain from the

vehicle, and assistance is to be given to the driver of the horse, if so requested.

7. Between sunset and sunrise, a traction engine on the highways is to be preceded by a person carrying a light.

8. Between sunset and sunrise, a red light is to be carried on the front of an engine, and a green light on the rear.

9. The speed of motor vehicles is restricted to 15 miles an hour, within a city, town, or village, and to 20 miles an hour on country roads.

10. Motor vehicles are not to be driven recklessly at any speed or in any manner dangerous to the public, having regard to all circumstances and the amount of traffic on the highway at the time.

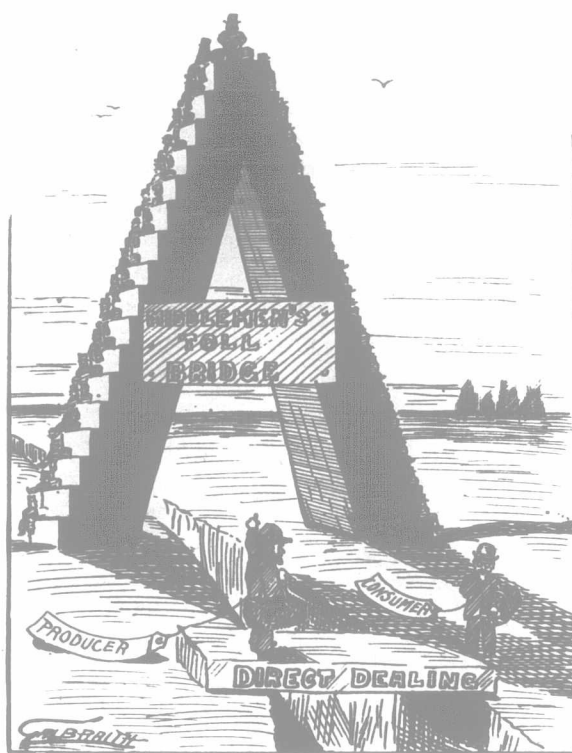
11. The driver of a motor vehicle is to exercise every reasonable precaution to prevent frightening horses driven on the highway.

12. A motor is not to pass a horse-drawn vehicle outside of the limits of a city or town, at a greater speed than 7 miles an hour.

13. Should a horse appear to be frightened, or upon a signal to do so, the driver of a motor vehicle is to stop and take such steps as will enable the horse-drawn vehicle to pass in safety.

14. The rights of a pedestrian on the travelled highway are co-equal with those of a vehicle, and the driver of a vehicle is therefore required to exercise every effort to prevent injury or inconvenience to pedestrians when approaching or passing them. Irrespective of statutory provisions, every reasonable care must be taken to prevent accident to either pedestrians or vehicles.

While the foregoing represents the principal features of the Statute respecting travel, yet no rules or regulation can possibly take care of the many instances in which courtesy only can facilitate the free and convenient use of the highways.



Bridging the Chasm.

Producer to Consumer—"Meet me half way on this plank, and we'll be independent of these dealers."

Misunderstandings are sometimes due to the limitations of the automobile. When a motor car gets into a deep rut, it is almost impossible for the driver to turn out promptly to allow others to pass; also in wet weather, it is very dangerous for an automobile to turn out on a steep or slippery side slope, as the car is very apt to slew and be struck in the ditch.

A further cause of misunderstanding is due to the fact that, on a good road, an automobile can be turned out in a very short distance. When a motor car approaches a horse-drawn vehicle, the tendency of the chauffeur is to keep on the smooth centre of the road as long as possible. The driver of the horse-drawn vehicle, seeing no indication of the motor turning out when he would expect it to do so, goes farther and farther from the centre of the road to avoid collision; or at times because of a nervous horse. When the chauffeur has reached the point at which he would expect to turn out, the horse vehicle is so far from the centre of the road, possibly in the ditch, that there seems no necessity to turn the motor car from the straight course. The result has been a feeling on the part of those who live in the country that this is intentional on the part of the drivers of automobiles, whereas it is more thoughtlessness than otherwise. Drivers of motor cars should commence to turn out at a sufficient distance from horse-drawn vehicles to clearly indicate their intention to give at least half the road.

Nature's Diary.

By A. B. Klugh, M. A.

Birds which are more often heard than seen are the cuckoos, of which we have two species in Canada—the black-billed cuckoo and the yellow-billed cuckoo. The notes of the two species are very similar, and are both loud. They have two sets of notes, one a loud "kow-kow-kow-kow-kow-kow-kow-kow," beginning quickly and becoming very slow towards the end; the other a softer "cuk-cuk-cow-cuk-cuk-cow."

The cuckoos are long, slender, graceful, fawn-colored birds, the main distinctions between the two species being the color of their bills and the white tips on the tail-feathers of the yellow-billed cuckoo when seen from beneath.

The yellow-billed cuckoo is not as common as the black-billed, and is restricted in its range in Canada to Southern and South-central Ontario.

The cuckoos have one peculiarity in their food habits—they are very partial to hairy caterpillars, which are avoided by most birds. Thus they are decidedly valuable friends of the farmer.

Our cuckoos, unlike the cuckoo of the Old World, make nests of their own, though the nests are mere platforms of twigs.

Another bird with a loud and penetrating voice is the mourning dove. This species is a little smaller than a domestic pigeon, and has a much longer tail. It is a somewhat pinkish fawn color.

The mourning dove is the bird which is often mistaken for the now extinct passenger pigeon. It derives its name from the rather sad cadence of its notes, which sound like "coo-ah-oo-oo-oo-oo-oo-oo-oo-oo."

In some places the mourning dove is on the list of game birds, which it should not be, as its body affords but little meat, and it is a great eater of weed-seed.

There is a plant which is common along the borders of woods and thickets which it is well to know; this is the poison ivy. It is usually a shrubby plant growing about six to twelve inches in height, and the leaf-stalks bear three leaflets. Later in the season it bears clusters of white fruits.

The effect of the poison of this plant upon different people is very different. Some are very susceptible to it, and contact with it causes intense inflammation of the skin and the formation of blisters. Others are entirely immune. There is a current idea to the effect that the poison is given off into the air, and that if persons susceptible to it even go near it, without touching it, they will be poisoned. This is not a fact, and in many cases where people have been poisoned without touching it with their hands, they forget that they have walked through it and that they usually take off their boots before going to bed, thus getting the poisonous oil on their hands, and often from their hands to their faces.

The best remedy for the effect of poison ivy is the application of a saturated solution of acetate of lead in fifty per cent alcohol.

While poison ivy usually grows low, it sometimes is a climber, running up trees to a considerable height.

A plant often mistaken for poison ivy is the Virginia Creeper, but the latter has five leaflets instead of three.

There are a large number of warblers which breed in the settled portions of Canada, many of them being hard to identify; but one which is common in Eastern Canada and is easy to recognize is the black and white warbler. It is about five inches in length, and it is streaked black and white nearly all over. The female has more white in proportion to the black than the male.

The song of this species is a very high-pitched "see-swee-see-swee-see-swee," a sound somewhat like that made by the sharpening of a fine saw.

The black and white warbler is much given to creeping about the trunks and branches of trees, while most of the other warblers flit about among the leaves and smaller branches.

This species, as a rule, conceals its nest pretty well. A nest which I found near Guelph was placed between three basswoods which grew together at the base. It was composed of strips of bark and lined with a little horse hair, and contained four young black and white warblers and a young cowbird, which latter I promptly executed.

The parents were feeding the young on small caterpillars, and had a definite route to the nest, descending one basswood trunk and ascending another when leaving.

It is interesting to watch the "lone fisherman," the great blue heron, fishing. It wades about in the shallow water, with its body inclined forward and with its head drawn in. When it sees a fish its head shoots out with open bill, the fish seized, held in the tip of the bill and shaken for a few seconds, then the head is