

season, when they need a little special attention, and we should not forget they have a special taste for salt. The year round this small item is often neglected.

The hogs are another clinch that keeps many of us watching the markets and we realize that grain fed to them, though it be dear, is not wasted, except there is a hole in the trough. And don't forget to give them their favorite dish of charcoal; they like it. The increased demand for fowl and eggs is so great that money spent on a comfortable poultry house may not be for the purpose of raising the price of real estate, and it is poor management to leave the four turkey hens and the gobbler to roost in an open shed, where the wind blows through. If we would only stop to realize it, maybe those few turkeys paid a larger bank account than all the hens that are comfortable in the hen house. And remember the big box of sand that is laid away for the winter will be of little use to the hens unless it is placed convenient for them to get at.

The horticultural side of farming is a most important part. I might say in regard to those who cannot find time, or, more rightly termed, don't like scuffling short rows and hoeing round apple trees or currant bushes, it is surprising how a few long rows out in the field alongside the potatoes will work wonders, and it is not half the work.

A row of sweet peas planted by the path in front of the house, where we have to pass on our way to and from the house at mealtime, is worth the price of the seed every time we pass. Money spent in flowers about the home is well spent. I have found that a feed of lime-water once in a while is very beneficial to most flowers. It is well to order the seed early.

The farmer who thinks of what some people call "little things" is the one who will be successful. It is well to remember that money spent in a few good farm papers is like casting your bread upon the water, for it will return more than double value.

I have also found that it is well to be mindful of our neighbors and of how we may inconvenience them thoughtlessly, for it isn't always a dispute over the line fence, or the fact that our turkeys eat grasshoppers on their pasture, that keeps us from talking. I have known two neighbors who didn't speak for an indefinite length of time just because the telephone batteries were weak.

Grey Co., Ont.

SONNY JIM.

Would Save Liquid Manure.

EDITOR "THE FARMER'S ADVOCATE":

How would you manage a farm? There is a saying that a good farmer on a poor farm will make more than a poor farmer on a good farm. This is very evident as one drives along and uses his eyes. How often one hears the story that there is nothing to be made on the farm. Those of us who might be inclined to think thus should look into our own methods, and then into the methods of some of our successful neighbors, and,

in all probability we will not think that it is the farm that is to blame, but will place the blame where it rightly belongs—on ourselves.

My ideal of a farm would consist of about 50 acres of deep land, (rolling or capable of being under-drained) located in a good community and near a market in the shape of a cheese factory or creamery, where the products of the land could be turned into the raw material for such places—and then into cash, leaving as much of the fertility to be returned to the land from which it came as possible.

One of the first improvements I would like connected with the buildings would be water-tight floors in the cow stables, horse stables and pig pens, and a large underground cistern which would be capable of containing all the liquid manure from these places, from the time the snow came until it went away, as here is where millions of dollars are lost annually to the farmers of this country. I have not seen such a system in Canada and have been here almost ten years. The most of Canadian liquid manure goes under the floors, or if there are water-tight floors, considerable is lost before the excreta is returned to the fields. In Lancashire, England, (I speak for my native country as I was never in any other until coming to this country) the liquid manure system is used on almost every farm. The liquid is elevated from the cistern by a chain pump into a tank cart, which has a perforated trough behind into which the liquid is allowed to escape as the horse is going across the field. A silo I would consider a necessity, and would seed all my white straw grain crops with clover. Silage, and clover or alfalfa would be my chief crops. I would make a point of keeping over enough silage as a supplement to put the cows through from the time the grass began to fail until the corn was again ready for the silo, as immature corn even though it is green and the cows get considerable, will not hold them to their milk. My corn land would always be old sod or stubble that had been seeded the previous year with clover—I would let the cows on to it in the spring so as to save the proper pasture and then turn it down just before I was ready to plant.

The solid manure would be drawn away from the stables to the fields as it was made, and thus save the work of handling it when other things were pressing, and also to keep any liquid that it contained on the land where it would be of value to me. It will also let the horses escape a lot of heavy work as sleighs run much easier than wheels on soft ground.

The class of stock would be one of the up-to-date dairy breeds. Color would be a secondary consideration, as a good cow is never a bad color. Their individual milk would be weighed each milking, and recorded, and samples tested by the Babcock test once or twice a month and the boarders discarded. A pure-bred, high-producing and tested sire would head the herd, and only calves from the best cows would be retained.

Pigs would be kept to handle the dairy by-products, (whey, buttermilk or skim-milk). The breed would

be of the bacon type, so as to help to capture the British market for this article. Sufficient roots would be grown to provide the hogs with green feed during the winter months. A few rods of wire hog-fencing and sufficient steel posts would be a fine addition, as then the hog pasture could be moved from time to time, giving them fresh ground and also allowing the land where they had been to be used for other crops. At the pig pens (or else the house) would be kept a book in which all feed, etc., used by the pigs would be recorded, and thus have an idea how I was coming out financially in that branch.

The horses would be of the general-purpose class, sufficiently heavy to do the work on the land and also the necessary roading.

Leeds Co., Ont.

R. H. BOND.

Would Depend on the Dairy Cow.

EDITOR "THE FARMER'S ADVOCATE":

As I take a great deal of interest in the young men's department of "The Farmer's Advocate," I thought I would write on one of the topics: The way I would manage a farm. A farm of satisfactory size would be one hundred acres. I would prefer clay soil and that size of farm to keep enough of stock. It requires nearly as many implements for a small farm as a good sized one. Clay soil makes the best farm when well drained, and that makes quite a difference when working it in the spring, as it doesn't take as much work and grows better crops. It doesn't dry out as bad either, and you get more for the same amount of work put into it. Of course, it is a little harder to plow when it is hard than sand, but not so much difference for wet when the land is drained. The crops I would chiefly grow are: corn, sugar cane, oats and turnips, as I could grow more feed per acre than with other crops. It would be a little harder work than growing hay. I think I would feed the crop on the farm, rather than sell it off, as I would have the manure top up onto the land again to maintain fertility. If I sold the crop off the farm there would not be anything to go back on the land, and it would soon run out.

I think the main thing is to work the land well in the spring before sowing, instead of scratching it over and then sowing it. That is the way to get the land full of bad weeds.

I would keep Percheron horses, Holstein cattle and Berkshire pigs. I would sell the calves when they were young, and would desire to be near the railroad so I could ship the milk, as it would be much less work than to separate and churn it and feed the calves. I would feed the pigs the waste milk so they would be easily kept.

Huron Co., Ont.

YOUNG FARMER.

[Note.—What waste or skim-milk would there be if you shipped whole milk?—Editor.]

Automobiles, Farm Machinery and Farm Motors.

Know the Laws.

It has often been stated in a great many courts that ignorance of the law is not an excuse for violating it, and so we would strongly urge motorists to acquaint themselves with the Acts that have been put into force for the regulation of traffic. There are a number of simple measures with which everyone is familiar. Of course, we all know that lights on automobiles must be kept burning during the period from dusk to dawn. We also realize fully, that it is necessary to sound an alarm bell or gong whenever reasonably necessary. And so too, there is possibly no one so ignorant as to forget that license markers must be carried on every machine, high up in front but distinctly visible, and not lower behind than the body of the motor vehicle. Perhaps, however, you will be surprised to read that while municipalities have the right to make their own by-laws, it can be taken, in a general way, that no speed greater than fifteen miles an hour is allowed inside the limits of any municipality, and that twenty miles is the maximum in the country. From present indications, the country restriction will be made a little more liberal, and in all probability raised to twenty-five miles an hour. Farmers should not forget that races of either a private or public character are not allowable along rural highways, unless permission for them has been secured.

It seems hardly necessary to state that minors or intoxicated persons shall not drive a gasoline-propelled machine of any character. The biggest effort in motor legislation has been made along the lines of what might be called "protection for the other fellow." Do not think because you are driving an automobile, no matter how expensive it may be, that you can reserve to yourself privileges which you do not accord to the other drivers of the road. All eastern provincial laws state very distinctly that the person who drives a car recklessly or negligently, at a speed or in a manner dangerous to the public, will be guilty of an offence should any untoward incident happen. The greatest care must be exercised in passing street cars of all descriptions. A complete stop is compulsory while passengers are alighting. Do not take a single risk in this instance or you will find yourself with a small amount of law on your side. When approaching horse-drawn vehicles or horses that are being ridden, it is incumbent upon the driver of the motor car to take every possible measure to the end that the horses may not be frightened, and that the lives

of those in charge of them may be assured the utmost safety. Give up a full share of the road and, should your motor be causing any anxiety, you are in duty bound to stop it, should you be signalled to do so. You must, without hesitation, allow frightened horses to proceed upon their way, even though it may be necessary to get out and render assistance. Sometimes the smoke that issues from a machine that has been over-oiled has a tendency to make horses shy and become unmanageable. Under these circumstances you must immediately kill the motor and the inconvenience which it is causing.

The writer was in Elgin County last July and witnessed a driver of an automobile passing a funeral procession at great speed and with his muffler cut-out open. Not only were some of the horses almost unmanageable, but the occupants of the various mourners' carriages suffered great mental agony. The law is very distinct in this particular. When you are outside the limits of a city and meet a funeral, you must stop your vehicle, including the motor, until the procession has passed, and should you find it practicable, it is laid down that you should turn out into an intersecting highway or lane until the hearse and accompanying carriages have passed upon their mournful mission.

There are a great many people who have figured slightly or greatly in minor and major accidents. It is well to realize that when an accident occurs to any person on foot or horseback, or to any vehicle, or to any horse and vehicle, owing to the presence of a motor on the highway, the person in charge of the automobile is compelled to return to the scene of accident, present his name and address, the name and address of the owner of the car, and the number of the permit, and to do everything in a courteous, gentlemanly manner to satisfy those who have been injured or even frightened that he is acting in good faith.

A great many officials are empowered to take action for the preservation and maintenance of peace upon the highways, and so we would strongly urge that should instructions be given to you by a mayor, warden, reeve, sheriff, deputy sheriff, sheriff's officer, justice of the peace, gaoler, police officer, bailiff, constable or any other person apparently with power, that you obey the injunction conveyed. Most of the provincial Acts state that "Peace Officers" have certain duties to perform, and the word "Peace Officer" is always interpreted with the

utmost liberality. Perhaps you will be surprised to learn that most of Canada's provincial laws make it very plain that when loss or damage is sustained by any person by reason of a motor vehicle on a highway, the onus is not upon those who have sustained the loss but rather upon the owner or the driver of the machine, to prove that the accident did not arise through negligence or improper conduct. We think it is only fair and sane to say that the biggest majority of automobile drivers are people who exercise the courtesies becoming gentlemen and gentlewomen, but in some districts a nuisance has been created by speed fiends and "road hogs," and so precautions have become necessary. In many parts of Canada what are known as speed traps have been set. These traps are nothing more nor less than measured spaces of ground over which the speed of the automobiles can be readily ascertained, and violators of the law brought to justice.

We wish to put particular emphasis upon the fact that it is not only the driver who is responsible for speed infraction. The law states distinctly that if the owner of a car is with his driver at the time when excessive speed is being maintained, that he, as well as the driver, shall be liable for any offence that is committed. This simply means that you cannot use the services of an expert and tear through the country without responsibility.

From what we have read of the Acts covering the conduct of motor vehicles, we do not think that there is much in them that would not make a direct and distinct appeal to the common sense of every car owner, but if you have any doubt about the duties you are to perform, we would strongly suggest that you communicate with the Attorney-General of your province, from whom booklets can be obtained, outlining very clearly the rights of persons upon the highways. AUTO.

Not the Smallest Loss.

"When our house in Ontario was burned last fall, nearly two years' copies of the Advocate were destroyed, which we considered not the smallest of our losses. Aside from the help derived along agricultural lines, I have always admired the moral tone of the Advocate." Sask. W. G. CARR.