

# The Farmer's Advocate

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### EDITORIAL.

#### Law Needed to Regulate the Trade in Commercial Feeding Stuffs.

An important matter is brought before our readers in the article on "Legislative Control of Concentrated Feeding Stuffs," by W. P. Gamble, B. S. A., Lecturer in Chemistry at the Ontario Agricultural College, and a member of the committee of three appointed by the Dominion Minister of Inland Revenue to enquire into this question. Each year we find on the market an increasing number of commercial feedstuffs of one kind and another, by-products from oatmeal mills, starch factories, breweries, distilleries, cotton-seed oil and linseed-oil factories, etc. Many of these have rather high feeding value, but some few others are hardly better than hay. Samples of the same article prepared by different firms, or even by the same firm, may vary widely, so that there can be no satisfactory general information given as to their value, and the experience a man gains in feeding one lot, is not always a reliable guide in purchasing another quantity of stuff under the same name. Even were each brand constant in composition, the number of these feeds is so great as to cause confusion in the minds of intending purchasers. Appearance is of little or no service in determining the quality of these feeds, nor is the price at which they are sold. Some are offered at much higher prices than are warranted by their composition, while others are obtainable at figures which make them very profitable to use. Usually, we believe, the most valuable ones are relatively cheaper to buy than are the poorer grades. The latter are purchased readily by the large class of people who fancy that with bulk must go value. But even if the seller knew precisely the composition of each brand, and fixed his price accordingly, the feeder would still be somewhat in the dark, for he would not know whether he was purchasing what he specially required to supplement his home-grown stuffs or not. He would not know whether he was buying a food rich in protein, and therefore adapted for growth and milk production, or one rich in carbohydrates and fat, and thus economical for fattening purposes. The composition of our staple grains and fodders is pretty well understood by intelligent farmers, but the trade in these newer mill by-products is enveloped in doubt, hence the need for special legislation to ensure that they be sold under guarantee, so the intelligent feeder may post himself as to their value. Such a law would enable us to use these feeds to better advantage; thus, in the end, it would help their sale, and go far to prevent fraud and disappointment. It would, in short, be an all-round advantage to the feeder, as well as to the honest manufacturer. In several States of the American Union the manufacturers are required by law to stamp on each packet a guaranteed analysis, giving the percentage of protein and of fat, so that anyone at all versed in the subject of feeding may readily estimate the approximate value for the purpose for which he proposes to use it. Each brand must be licensed before it can be sold, and a close Governmental inspection is then maintained to see that the law is complied with. We need similar legislation in Canada. The committee of enquiry above referred to recommends that manufacturers or vendors be compelled to label each package with the net weight of the feed and the percentage of protein and fat, or, if sold in bulk, to produce on demand a guarantee of the per cent. of the two elements mentioned. Such a measure would most

the case very well; it is entirely practicable, and should be introduced without delay. The need for it will increase year by year.

#### The Automobile Nuisance.

The case reported in our June 14th issue where a horse was killed, a man had his arm broken, and a woman was injured, as the result of either collision or horse-fright—it matters little which—caused by reckless driving of an automobile driver, who had not even the courtesy to stop and see what damage he did, renders timely a further discussion of the means that have been or should be adopted to regulate the automobile nuisance, in the interests of the people who make and chiefly use the roads. At the last session of the Ontario Legislature the question was dealt with in an enactment well in line with the most radical American legislation, and the new provisions go into force July 1st. Thenceforth the maximum speed of such vehicles on country roads is to be 15 miles an hour, and within the limits of cities, towns or villages, 10 miles, while, when meeting or overtaking other vehicles on country roads, a 7-mile clip must not be exceeded. On passing a rider or driver the motorist shall signal his desire, and give the driver an opportunity to turn out to a place of safety. The motorist shall also stop upon request, and remain stationary as long as necessary. He is required to use reasonable precautions not to frighten horses, and, in case of accident, he shall return to the scene of the accident, and, upon request, give his name and address in writing, also that of the owner and the number of license. Failure to comply with this latter precaution relating to accidents, renders him liable to arrest without warrant. The number shall be displayed on the front, as well as the back of the car, and headlights are prohibited. It will, perhaps, be well to see how the new Act works before suggesting any changes, but the temper of the country, so far as we have been able to sound it, is that even the latest law can but mitigate a grave injustice. We have no desire to take a narrow view of the matter, nor to shut out what must sooner or later be an ordinary convenience. The best-informed opinion is that the motor car will come to be used moderately, much as the bicycle now is. It is the pleasure-seeker, particularly the haughty plutocrat or the profligate young snob who is most likely to disregard the rights of the country people. And it does seem about the last straw when a few rich people, many of them foreigners, can ride along the highways, frightening the people who make the roads from sending their wives and daughters to market, or going to church, even. And the situation is all the worse from the fact that the automobile is not in itself a means of pleasure, except to those who love the delirium of speed, who prize the machine on account of its novelty, or who glory in the distinction of possessing something beyond the reach of their neighbors. The plain truth is that the use of the "auto" is mainly an evidence of the vulgarity of wealth.

They tell us the manufacture of automobiles is increasing, and that further restrictions on their use will injure the industry of manufacturing them. About as well argue that it would be a pity to do away with war because assured peace would kill the business of manufacturing the implements of war. Any effort diverted from the manufacture of automobiles or guns will be employed to much better purpose making some comfort or some other luxury. The effect of legislation on the automobile industry may well be the least of our troubles. As for the moral right to use the highway, we have only this question to ask: Which deserves first consideration, the van-

ity of the few, or the convenience, pleasure and safety of the many? From the standpoint of equity, there is justification for the most stringent regulations that can be adopted. In the judgment of good legal authority, any constitutional objections could be made to yield to the demands of wisdom. The two points, therefore, in considering the subject, are expediency and practicability of enforcement. By expediency, we simply imply that if there is any inherent good in the auto, if it has come to stay, if it is the precursor of a modified horseless vehicle that will prove a common boon, and if we must recognize it sooner or later, then it would not be wise to apply unnecessarily drastic measures in its regulation.

Practicability is the principal snag we encounter in considering proposed amendments to the present law. It has been proposed that certain hours of certain days should be set apart when it would be unlawful for motorists to use the roads. One man lamented that impious or tired fathers who would not attend church, did not feel safe to allow their wives and daughters to go, and so all stayed at home. He thought that it would be a good plan to reserve 9 a. m. to 2 p. m. each Sunday, and one or two market days every week. This, of course, would meet the very strongest opposition from the motor interest; no doubt the Ontario Government thought it was going as far as it dared in the recent Bill. However, it is hard to say how much further they might find it possible to go if backed by a sufficiently strong public opinion. Another suggestion has been that municipalities should be empowered to restrict motor vehicles to certain roads, these to be conspicuously indicated. To this it is replied that farmers along the roads prescribed would find the nuisance very much aggravated, while on the other roads a sense of false security might lead to accidents, and punishment in such cases would be rather unsatisfactory compensation to the victim of accident or death. It would also be difficult to indicate clearly after dark the roads on which automobiles were permitted. The whole problem is a vexing one, but any correspondent who can offer practical suggestions how to improve matters, will find through "The Farmer's Advocate" a sympathetic audience, and if his idea is workable, we will lend it hearty support. In the meantime, in so far as Ontario is concerned, the new law is on trial. A strict enforcement will provide the best test of its efficiency.

#### Stop the Trade in Western Horses.

There is an intermittent trade in horses going on in this country which it seems time to have stopped. Every now and then someone brings down to the East a car of Western bronchos, which are distributed through the country to those who are willing to try the chance of getting better value in horseflesh brought from a country where horses are exorbitantly high than could be secured at home, where ruling prices are considerably more moderate. That some of the Western bronchos are serviceable, and that nearly all of them are tough as whalebone, we do not deny, but that many of the good ones are liable to find their way down East, to be sold on speculation, is manifestly improbable. But human nature is fond of venture, and so it happens that many men will purchase these untrustworthy beasts, and the trade goes on. Were there no risk to any but the purchasers, there would be no call to put an embargo on it, but this fatuous business is costing the country thousands of dollars, and endangering the health of native horses. Every now and then a whisper reaches us that there has