on our job. Give s and shrubs about e surroundings more ur seed on ground nount of intelligent reap a decent grop. ing of our live stock nething to show for ave the chances for that so many of our sewhere, at present od many among us of the fact, if it is a aid for the amount

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pay in dollars, of mer is well paid in etting the most out r more than enough thed and fed, with hing in the way of n himself.

er take one starting n one at five thous ng to be worth any d getting ahead a being as happy as us here was to give action that comes in is earth big enough vn on and quit.

ht. lled with the music e insects belonging dids, Cone-heads atydids are rather sembling a grass-wings. Their call aty-did-she-didersonally detect in chavior of "Katy, sh-sh-sh-sh." The om their elongated, like in appearance Zit-zit-zit." O oin in the concert naller-striped Field is a sharp chirp, a e of the Common here unite their sects are not the sing "Re-teat-reparts of the counwn as the 4-spotted their position on

very rapidly pro-sical trill. olend into a highibrant with sound. d are the hum of one of a beetle on a stray mosquito,

or of a blade of

ite to the concert the Great-horned -will is one of the great gusto in the t is also one of the nto words without tion. The Greattoned voice chants utters a orests, " which echoes and reverberates the lakes. ing of the different heard some whose resemble the barkis one of the most our northern lakes. lrawn-out "Oh-hoole carrying power and a weird to as the Loon's that it is uttered as a matter of fact . Sometimes, but

ng cry at night. lls to those of the nable, except in a they are the callking their nightly and to their winter rating the various at any other time, use calls which are They seem, in fact, see a sort of "bird nich perhaps dates first avian repreon reptilian stock. add their voices to nd variety of such otherwise, of the ard are the sharp e tiny shrews, and

## Good Manners in Driving.

THE HORSE.

There are probably no conditions in which the rules of etiquette and good manners are violated to such an extent as in driving; or where the careless or the selfish person has such opportunities to make himself or herself disagreeable and obnoxious The statutes of our country state that certain rules shall govern, but it is not possible to make hard and fast rules that shall apply to all cases,

hence each case of real or supposedi nfraction of said rules must be considered on its individual merits. rules must be considered on its individual merits. Selfishness on the streets or roads may be practiced by the person driving a motor car, a horse or pair of horses

or the person on foot. When automobiles first came into use the drivers of horses, more particularly those who lived in rural districts, thought that such machines should not be allowed on the streets or roads, and in many cases made things as uncomfortable for the drivers as possible; but now, when motor cars have become so common and so largely owned by farmers, conditions have improved. At the same time, "road hogs" have not yet become extinct. We see them occasionally driving cars or horses or walking. If each person, whether progressing in a car, behind or upon a horse, or walking, would decide that every person had certain rights and that he or she would concede to each person his rights, there would be little trouble, and, now that motor vehicles are so common,

fewer accidents.

On the streets or roads the man with a light rig is, to a great extent, at the mercy of him with a heavy strong one, and if the latter be inclined to be selfish he can make things very disagreeable for the former without actually rendering himself liable to an action at law. This is especially the case in winter when the snow is deep. A man on the road with a car, a team of horses or a single horse in harness, or under saddle, is entitled to half the road, but with few exceptions when reasonably possible he is willing to turn out and give the whole road to the teamster with a load. Teamsters, or the farmer with a load, are so accustomed to being given the whole road by drivers of lighter vehicles that they, in many cases, apparently think they have a right to it whether loaded or empty, and having strong rigs the man with the lighter one must either give way or come to grief in the collision. This is unfair to the man with the light trap. The heavy team to a heavy rig without a load is better prepared to go on rough roads than the lighter horse hitched to a light rig. Then again the man with the light rig is often forced out into a mud hole by the selfishness or thoughtlessness of the teamster whose wagon or sleigh would not be injured by the mud. When the roads are in a bad state by the depth of snow, more or less drifted, is when the drivers of light rigs suffer the most, and when their tempers and patience are most severely tried. The teamster or farmer with a few bags of grain, a few sticks of wood, a pig or two for the market, or perhaps a heavy load considers he is entitled to all the road, and often a good deal of the sides. This is especially the case with wood-haulers. In order to protect himself as far as possible from the wind, he has a board or stick of wood projecting out of the side of the load, upon which he sits. This is often on the near side, hence the driver who meets him has to turn out not only to allow the team to keep the beaten tracks, but still further in order to escape damage by the projecting Then again, in towns and cities where the streets are divided by a trolley line running in the centre, it is remarkable how little attention is paid by many in keeping the proper side of the track. In some cases there is room for teams to pass on either side of the track, but often only part of it is beaten and the driver of the heavy rig has no compunction in forcing the other fellow into the unbeaten part. This, of course, is unfair, unjust and unlawful. No person has a right to force another person into bad roads or difficulty of any nature, when, if he were in his proper place, there

Of course, there are many drivers of heavy teams, both teamsters and farmers, who do not act selfishly on the roads, but we are referring to those who, either would be fair roads for both. thoughtlessly or selfishly, take advantage of the superior strength of horses and rigs to impose upon those who are not in a position to assert their rights on account of the lightness of their vehicles. We also know that there are drivers of light rigs who are not willing to concede to a loaded team any privileges to which he is not lawfully entitled, but we are pleased to know that such men are scarce. The average man with a light rig, or a light load is always willing to give the loaded horse or team all the advantages he can, even though it often causes him considerable inconvenience, and we claim that in return for such courtesy the teamster should, when he is not loaded, give him all the road he is entitled to. If those driving any means of conveyance would consider each other's rights, conveniences and circumstances, and be willing to "do as they would be done by," there would be few grounds for complaints from

A few words may be written on the minners of pedestrians towards the drivers of horses or motor vehicles. The man or woman who is accustomed to drive will, when on foot, give a driver no reason to complain, but he or she who has either from choice or other reasons not had such experience, often apparently thinks that the driver has no rights. If a man rides or drives a horse or car on the sidewalk, or other place where he has no right, they make a great fuss about it, but if owing to ice or sleet or other causes the sidewalk is less safe or less comfortable to walk upon than the

THE FARMLR'S ADVOCATE.

street they take the road and are highly offended if they have to deviate in the least to allow a team to pass. They apparently think that the whole town belongs to them, and that rigs of any nature have no right to interfere in any manner with their comfort and convenience.

Then again, while crossings are made especially for pedestrians to cross the street upon, in some cases it is a little shorter to cross where there are none, and we often see people slowly sauntering across the street while a horse or car is approaching. If the pedestrian would either quicken his pace, or stand a few seconds, the rig would pass with safety to all, but no, the whole town belongs to him, and even though he is where he has no right he continues to saunter along and the driver has to slow down or even stop in order to avoid accident. If under such circumstances the pedestrian gets injured, the driver usually gets the blame, and probably has to pay damages, while it is the other who should suffer, not only bodily but financially. If drivers and pedestrians would consider each other's rights and privileges, and endeavor to be courteous to each other, few accidents or grounds for complaint would occur, but when either tries to impose upon the other or to deprive him of his rights, there is danger of both becoming angry or annoyed and trouble more or less serious is often the result.

WHIP.

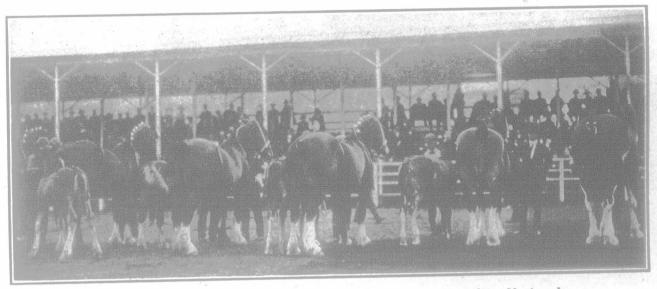
feeding. In many parts they are very scarce but there appears to be quite a few exchanging hands at the Union Stock Yards, Toronto. Stockmen who have purchased at the stock yards in the past appear to be satisfied that this is the most advantageous way to get what they want with the least loss of time.

Our English correspondent writes that: At Lord Rosebery's sale of pigs at Dalmeny (Scotland), 42 Large White Yorkshires averaged £47 9s. 6d; 39 Middle (sized) White Yorkshires averaged £59 2s. 6d, and 19 Berkshires averaged £61 12s 4d—all record averages for Great Britain. The 100 head sold for a general average of £54 14s 1d, or a grand total of £5,470 10s.

## Remarkable Prices for English Sheep.

EDITOR "THE FARMER'S ADVOCATE":

Despite a shrinkage in what has been sheep pasture lands, now growing oats, under our new national scheme of intensive food production, the sheep business in Britain flourishes for all breeds except the tiny little Southdown with its delightful carcass of mutton, and the Welsh and other ultra-quality mountain breeds, which are not so



The Top of the Clydesdale Brood-mare Class at the Canadian National. The mares standing second and third changed places after this photograph was taken, leaving them in the following order:
Manilla, Ella Fleming, Pride of Auchenleith, Newbigging Beauty, and Tangy Maid.

## LIVE STOCK.

At Salt Lake City a two-year-old Rambouillet ram brought \$6,200 by auction and another one realized

An average of \$75 was made on 54 head of Poland-China hogs recently sold by auction at the farm of E. P. Welborn, Ind.

Thumps and various digestive troubles in young pigs will be largely avoided by careful feeding of the sow and forcing them to take exercise.

The dam of the young stock boar you purchase this fall should possess good breed type and conformation. be prolific, a good mother, and an easy feeder. A new price record for hogs was made on the Buffalo market last week when \$21.75 was reached for the highest

grade and a number of sales were made at \$21.50. What about those slacker cows? This is no time to be harboring non-breeding females. As a rule they are in high condition and the present is a very good time

to consign them to the block. Sows which give small litters or that kill many of their offspring either through viciousness or carelessness should be replaced with a younger sow. Feed is too high-priced to keep a sow that only raises four or five

Those pigweeds and lamb quarters growing at the back of the barnyard may advisedly be pulled and fed to the brood sow and her litter. These weeds are readily eaten by pigs and may as well be turned into pork as allowed to rot on the ground.

The successful pig feeder keeps his pigs growing on green feed with the minimum of grain. When the time for finishing arrives he watches the trough to see that they get enough feed but no more. Over feeding results in digestive troubles with the result that several days, perhaps weeks, elapse before the pig has a normal appetite.

As the season advances the enthusiasm\_at public auctions across the line does not recede. Prices still maintain a high level. Chas. C. Griffith of Iowa recently disposed of 73 Herefords at an average of \$526. The sum of \$1,235 was paid for Glen Fairfax. J. O. Southard of Manager also had a good sale. The 174 lots brought of Kansas also had a good sale. The 174 lots brought a total of \$48,085.

Stockers are being bought up in readiness for winter

easy of sale as the larger breeds of sheep which produce a goodly sized carcass of mutton fairly "marbled" of fairly streaked with fat and lean alike.

The Suffolk sheep as a breed is reaping the advantages of a properly conceived publicity campaign at home. I of a properly conceived publicity campaign at home. I confess they might still do a bit more in that line abroad—in Canada, for instance—for the breed is a thoroughly reliable one and the carcass of the Suffolk is an ideal carcass on the butcher's block, possessing very little waste. At the Suffolk Sheep Society's sale, in Ipswich, "records" were made, i. e., £30 apiece for a pen of ten shearling ewes by H. W. Daking, Thorpe-le-Soken, and 300 guineas for a ram lamb by Herbert E. Smith, Walton-on-the-Naze. Smith won the Venning Cup for the best on-the-Naze. Smith won the Venning Cup for the best single ram, and the auctioneer's prize for the best pen of five rams. They made an average of £149 apiece, with 300 guineas as top price. This high figure was paid by Preston Jones, of Mickleover, Derbyshire, who is founding a stud of Suffolk horses and a flock of sheep founding a stud of Suffolk horses and a flock of sheep in that County. All told Smith sold 20 ram lambs at Ipswich for £56 10s 6d apiece. Some of his other good prices were 155 and 100 guineas. W. F. Paul sold 12 ram lambs at an average of £34, with 190 guineas as top figure. F. W. Clarke sold 9 at an average of £56 17s 2d each, his top price being 120 guineas. G. A. Goodchild got an average of £62 3s for his 9, his best individual prices being 160 guineas and 120 guineas. Scotch buyers took this brace away. Turning to shearling ewes, H. W. Daking's 200 head averaged £10 10s 6d each ewes, H. W. Daking's 200 head averaged £10 10s 6d each, with £30 as top rate for a pen of ten, i. e. £300, given by Edwin Giles, Great Clacton. Sam Sherwood paid £22 each for another pen of ten; H. T. Long sold 129 shearlings and two-shear ewes at an average of just over £11 apiece, his top price being £22 10s, against £18 10s, he got last year. Sam Sherwood averaged £14 12s, 6d for 20 shearling ewes he offered. Among the spectators at the Ipswich sale were a number of Canadian wounded soldiers and farmers in their homeland. Their impressions were distinctly favorable to the breed. They marvelled at the prices made, and no wonder. Newmarket 210 guineas were paid for a Suffolk ram lamb sent to the sale of R. J Burrell, of Littlebury. Burrell's 475 ewes averaged £9 1s 6d each, and 120 shearling ewes averaged £10 7s 1d each Now there are snearing ewes averaged at the oxford Down is as good a sheep as the Suffolk. The Oxford has had its turn in the sale yards just lately. At the City of Oxford Ram Fair a record price for the Fair was set up when a shearling ram sent by F. Penson, of Taston, Charlbury, realized 185 guineas, that price being paid by Captain Brassey, the new Master of Heythrop. Another if Penson's rams fetched 86 guineas. The second highest Penson's rams tetched 86 guineas. The second highest price of the sale was 100 guineas, given by G. Neilands, Dunbar, for a shearling ram bred by H. W. Stilgoe, Adderbury. The Duke of Marlborough paid 70 guineas for a ram lamb submitted by R. W. Hobbs, Velmscott. A lot of ewes from the famous Oxford Down flock of George Adams & Sons, Faringdon, Oxford, were sold