

Dairy Records Help Pinpoint Non-Productive Cow in Herd

Not many farmers would put up with a tractor that's hitting on only half its cylinders. Yet many dairy farmers keep dairy cows that aren't carrying their full load.

The difference, of course, is that the tractor usually coughs and sputters or otherwise lets its owner know that it isn't on its best behavior. Not so with some dairy cows. A cow that isn't producing enough to pay her feed bill may appear as pretty and smooth looking as her more productive stablemates.

What can the dairyman do to make sure he isn't caught with a bunch of "loafers?" Marvin Senger, dairy specialist for the N. C. Agricultural Extension Service, says that the answer to this problem lies in systematic culling. And, he

says the only way you can cull accurately is by keeping records on your herd. You can't always tell by looking.

Senger says that most dairy herds have at least a few cows that aren't paying their way. Records will show you which ones. By getting rid of these cows that aren't making you a profit, you help eliminate surplus milk which might be depressing milk prices at the same time.

There are three dairy record-keeping systems available to you—Weigh-a-Day-a-Month, Owner-Sampler, and Dairy Herd Improvement Association plans. All three are part of the National Cooperative Dairy Herd Improvement Program. You can obtain more information on record-keeping from your county agriculture agent.

Which Food Product Has Widest Usage?

Ever wondered what manufactured food product has the most uses?

The answer is vinegar. Aside from its predominant use in salad dressings and meat sauces, vinegar is used to add piquancy to vegetables, casseroles and relishes, and for pickling and preserving.

There are many other cooking uses you may not have heard about, and can use to advantage.

For example, tough meat can be tenderized by placing it for a few minutes in vinegar slightly diluted with water. Boiled ham is greatly improved in flavor if vinegar is added to the water it's boiled in. Poached eggs will hold firm if vinegar is added to the water. Cheese can be kept from molding by wrapping it in a vinegar-saturated cloth.

Objectionable greasiness of fried potatoes is prevented simply by adding a little vinegar to the grease. A teaspoon of vinegar added to boiling vegetables will make them more tender. And the odor of boiling cabbage won't spread through the house.

Household uses of vinegar are numbered in the dozens. Wool suits lose their shine when pressed under a cloth wrung out of a solution of one-third vinegar and two-thirds water. Colors in wash goods can be set by soaking a half hour or more in a solution of one cup of vinegar, a cup of salt and two cups of water. Rust stains are removed from garments by applying vinegar and

salt, and letting stand in the sun until the spot is dry. Many ink stains disappear when spots on clothing are washed with vinegar, then thoroughly rinsed. And to make white clothes, try 1½ cups of vinegar to half a tub of rinse water.

Medicinal uses of vinegar around the home are numerous. Vinegar alleviates the itching of insect bites. It's a time-honored remedy for wasp stings, bruises, chapped hands, sunburn and hives. It cuts the soap from hair after shampooing, leaving it clean and fluffy. Hands are kept white and soft by allowing vinegar to dry on them after washing.

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—By—
Bill Crowell

Dept. of Motor Vehicles
State of North Carolina

CINCH . . . Before 1913 anybody could legally drive an automobile in North Carolina. There were no laws governing drivers; no officials around to ask such impertinencies as "Can you see?" A child or an octogenarian, it made no difference who drove.

But in 1913, lawmakers began to make things right in view of the ballooning auto age. They decreed that henceforth drivers must be at least 16 years old, a minor concession to the times, but it marked the beginning of regulatory program for drivers.

Even so no physical or mental standards were prescribed, thus idiots or invalids might still hold the reins, or the steering wheel, actually.

Another four years elapsed before the General Assembly looked around and decided the driver control program was lacking. So an amendment was created, calling for drivers to "possess the physical capacity to operate a motor vehicle with a reasonable degree of safety and the mental capacity to control its operation."

Things were looking up. Still no actual driver's license was required. Presumably it was up to the police to decide who was strong enough or bright enough to drive.

"Finally, though, in 1935, a minimum driver license law was put into effect," Elton R. Peele recalls. Peele is chief of the Motor Vehicles Department's driver licensing division, cited by national authorities last year for its outstanding performance in the field.

"Under the provisions of this newly enacted law, an applicant had to have at least a year's driving experience," Peele said. "He would make an application based on this single restriction, sign his name, and from then on he was legally entitled to drive. No examination was required and the license was good indefinitely."

Nowadays everyone who drives knows he must pass a rather formidable examination to get a license. Tests on road signs, traffic laws, vision, and behind-the-wheel proficiency help weed out incompetents.

Elton Peele maintains, though, there are too many half-qualified drivers.

"There is a very definite correlation between violators and accidents," he said. "Where a driver's record shows too many so-called 'minor' violations, we predict it's only a matter of time until he's involved in an accident."

Peele favors a "point system" for driver control. Now being investigated in North Carolina, and already adopted in South Carolina, the plan calls for assigning various traffic offenses points.

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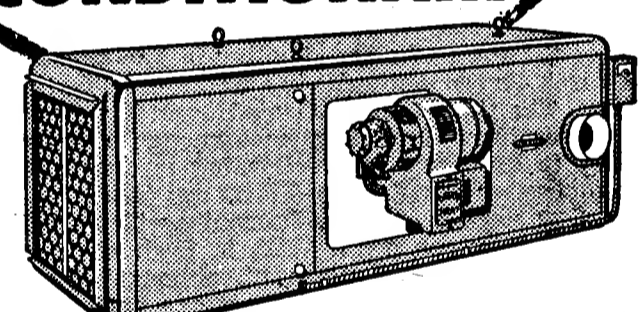
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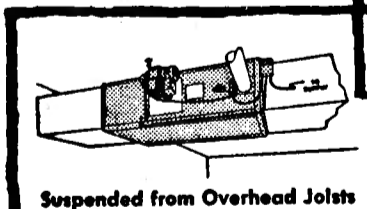
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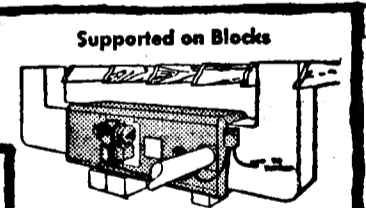
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