HANDLING OF PEANUTS

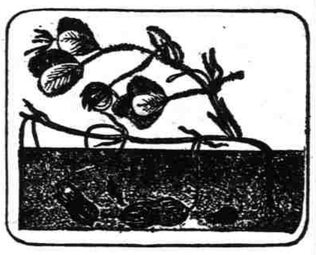
One of Most Excellent Crops Farmer Can Raise.

Has Many Bird Enemies and Tender Plant Affords Dainty Rabbits Are Partciularly Fond Of—Plan for Harvesting.

In my opinion peanuts are one of the best crops a farmer can raise. They excel corn for feed, especially on poor land. Like peas, they will flourish on thin land, and improve it. They will grow on any kind of soil but sandy land is best as the nuts are cleaner, brighter and smoother. They have great drouth resisting qualities. In this part of Texas peanuts may be planted any time from the last of March to the first of July, writes W. P. Kloster of Sunset, Tex., in the Missouri Valley Farmer. The ground should be prepared by plowing deeply and harrowing thoroughly. Lay off the rows, drop the nuts and cover two or three inches deep. I take off the front part of my single-row planter and use it when covering the seed. The hills should be about a foot apart in the drill and the rows three feet apart. Put in plenty of seed, for the mice and moles will get some and some may not be good. It is best to plant the whole nut. Soak them for 24 hours before planting, to soften the hull. After draining off the water, just before planting, pour kerosene oil over them to keep away the moles.

The peanut has many enemies, and no wonder. As soon as the tender plant appears the crow is apt to pull it up. It is best to protect the nuts by fence from the rabbits. The tender plant is a dainty they like. At harvest time, when you turn the nuts up to the sun to dry, the crows come once more. Since the vines are as valuable as the nuts, great care should be given to the harvest. If there is plenty of barn room they may be hauled in at once and scattered thinly over the floor, leaving doors and windows open so the air can circulate freely. Some haul and put in a flat topped shed or barn to cure then they are out of the way of depredators, and they can quickly be put into the barn on the approach of rain. But for a large crop the best way is to set up poles in the field about six feet tall and shock the vines loosely about two feet in diameter. Don't press the vines down. It is best to let the vines cure a day or two before shocking if the weather will permit. As soon as they are thoroughly cured hurry them to the barn. Rain rapidly destroys their feeding value.

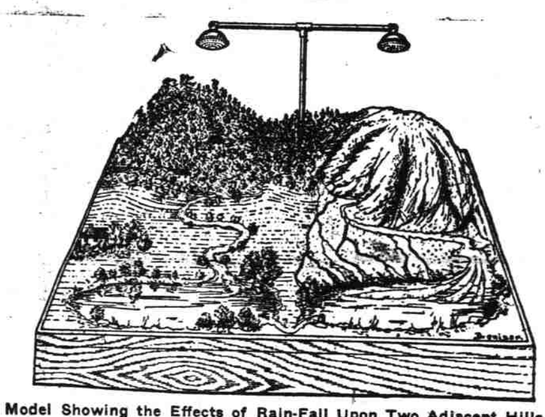
To plow them up take off the mold board from an ordinary turning plow. The dirt will fall through, and the vines together with the nuts will be turned to the side. They should then be shaken and turned up to the sun. Avoid all the dirt possible, as it will cling to the vines and lessen their value as feed. A small crop may be harvested by running a common spading fork under each vine and turning out vine and all. In soft ground they can be pulled by hand.



How the Peanut Grows.
The Vine Blossoms Along the Stem. After the Flowers Fall, the Ovaries of the Plant Enter the Ground Where the Pods Are Matured.

The feeding is a small problem. The stock only ask a chance. Cows and horses will eat first the nuts, then the vines. The dry vines are not good for hogs, but they will fatten on the nuts. The vines and nuts together form almost a balanced ration. I knew one man who fed his horses peanuts and bran, and he claimed it was better than corn. At all events, his horses were fat.

WORKING EROSION MODEL FOR SCHOOLS



Model Showing the Effects of Rain-Fall Upon Two Adjacent Hills, One Covered With Forest Growth and the Other Devoid of Such Protection.

(By D. C. ELLIS.)

A working model showing the process of erosion on deforested slopes has been a feature of exhibits by the forest service at recent expositions. It shows the working out of the natural phenomena so well, and is so simple and inexpensive to construct, that a similar model might be erected in schools for the use of classes in nature study, elementary agriculture and physical geography.

The model consists of two hills sloping down into two valleys through which two streams wind in and out through farm land and lead into two lakes at the front of the landscape. Both hills are made of the same kind of soil, that of the region in which the model is erected, but one is covered with twigs, young trees, or shrubs, to simulate a forest, underneath which is a heavy carpet of moss representing the layer of leaves and twigs which covers the ground in the real forest, while the other hill is bare of all vegetation.

By means of a suitable sprinkling device water in the form of rain is made to fall with equal force upon the two hills. On the forested slope its fall is broken by the foliage and it drops gently upon the moss-covered surface of the ground. The moss and the soil beneath, which is kept soft and porous by the protective cover, quickly absorb the rain and allow it to seep out as clear water farther down the slope, thus forming a mountain stream which flows through a green and fertile valley into a clear lake at the lower end of the model.

On the other slope the rain beating down upon the unprotected and hardened surface washes deep gullies in the hillside, carries the soil into the turbid stream which drains the valley below, and thence into a muddy lake. The erosion on the slope loosens stones, which are carried down upon the valley farms; the silt deposited in the channel of the stream diverts the water, which opens up gullies through the dry land; the main stream is made shallower and wider and often overflows into the fields; islands and silt bars rise in the stream; and deltas are built up in characteristic form at the entrance to the lake.

The erosion processes which work themselves out in this model, the wearing down of the hill, the silting up of the stream bed, the gradual shifting of the course of the stream, the formation of deltas and sand bars in the lake, and the gradual opening up of watercourses through them, are all typical of the processes constantly going on in nature and show strikingly the close relationship between forests and surface formation. It is the same process of erosion on a larger scale which, after the destruction of our forests, causes the removal of the top soil from our slopes, cuts them up into gullies, and deposits sand and gravel upon the fertile alluvial soil of the bottom lands, in storage reservoirs, or in the channels of streams, where it impedes navigation and causes overflow.

HARDY QUALITIES OF MULES

Horses Cost More to Mature and Also Command Lower Prices—Farmers Should Co-Operate.

A mule costs less to mature than a horse. It will out-sell a horse from $5 to $15, depending on the section of the country where you are in business. The average price paid for mules is $9 above the average price paid for horses in 1911, according to the yearbook of the United States department of agriculture.

A mule will earn its board after it is two years old if handled carefully. Up to the weaning time the mule will cost little more than $10 or $15. The next eighteen months of the mule's keep will be the most costly. Figuring the cost of hay at $20 a ton and the cost of oats at 40 cents a bushel, it will cost about $90 to grow the mule to maturity. Yet when it is sold it will bring from $150 to $300.

It is not necessary for one to own or buy pure-bred mares to grow the best mules. Any mare that will rear a good colt will rear a good mule. Yet the better the grade of mares the better will be the offspring. In most communities there is a breeder who owns a good jack. If not, it will be possible for a few interested farmers to co-operate and buy a good jack. They should be able to buy an excellent jack for from $1,000 to $1,500.

Pasturing Too Closely.

If the sheep are compelled to dig in the pasture for their food they are very likely to eat the roots of the grass. It is a far better plan to have two pastures and allow them to graze in one while the other is allowed to catch up and make a good growth.

SOUTHERN RAILWAY.

PREMIER CARRIER OF THE SOUTH

MAIN LINE.

N. B.—The following schedule figures published only as information and are not guaranteed.

No. 30—12:40 a. m.—Daily, Birmingham Special for Washington and New York. Pullman drawing room sleeping cars, observation cars to New York. Day coaches to Washington. Pullman to Richmond.

No. 29—2:30 a. m.—Daily, Birmingham Special for Atlanta and Birmingham. Pullman drawing room sleeping cars and observation cars. Sleeping car Richmond to Birmingham. Dining car service.

No. 31—35:0 a. m.—Daily, Southern's Southeastern Limited for Columbia, Savannah, Aiken, Augusta and Jacksonville. Pullman drawing room sleeping cars for Aiken, Augusta and Jacksonville. Day coaches for Jacksonville. Dining car service.

No 8—5:00, a. m.—Daily, local for Danville, Richmond and intermediate points.

No. 45—5:40 a. m.—Daily, local for Charlotte and intermediate points connecting with No. 39 at Charlotte, local for Atlanta.

No. 44—7:45 a. m.—Daily local for Washington.

No. 37—8:55 a. m.—Daily, New York, Atlanta and New Orleans Limited, Pullman drawing room sleeping cars and observation cars New York to New Orleans. Dining car service. Solid Pullman train.

No. 11—9:20 a. m.—Daily, local for Charlotte, Atlanta and intermediate points.

No. 36—12:05 p. m.—Daily, United States Fast Mail, for Washington and points North. Pullman drawing room sleeping cars New Orleans and Birmingham to New York. Day coaches to Washington. Dining car service.

No. 22—2:35 p. m.—Daily, local for Greensboro and Goldsboro.

No. 7—2:25 p. m.—Daily, local for Charlotte.

No. 46—4:35 p. m.—Daily, local for Greensboro.

No. 12—8:00 p. m.—Daily, local for Danville and Richmond. Pullman service between Charlotte and Richmond, Asheville and Norfolk.

No. 35—8:00 p. m.—Daily, United States Fast Mail, for Atlanta, Birmingham and New Orleans, Pullman drawing room sleeping cars, New York to New Orleans and Birmingham, day coaches Washington to New Orleans. Dining car service.

No. 38—8:50 p. m.—Daily, New York, Atlanta and New Orleans Limited for Washington and points North, drawing room sleeping cars, observation cars to New York, dining car service. Solid Pullman train.

No. 43—9:05 p. m.—Daily, for Atlanta. Pullman service, Raleigh to Atlanta, day coaches Washington to Atlanta.

No. 32—11:25 p. m.—Daily, Southern's South Eastern Limited for Washington, New York and points North. Pullman drawing room sleeping cars for New York, day coaches to Washington. Dining car service.

NORWOOD BRANCH.

No. 28—9:30 a. m.—Daily, local for Norwood and intermediate points.

No. 21—4:35 p. m.—Daily, local for Norwood and intermediate points.

ASHEVILLE DIVISION.

No. 15—5:00 a. m.—Daily for Asheville, handling New York-Asheville Pullman.

No. 11—9:20 a. m.—Daily, local for Ashville and intermediate points, connecting at Ashville with Cincinnati and St. Louis sleepers. Cafe observation cars between Salisbury and Knoxville.

No. 21—2:25 p. m.—Daily, local for Ashville and intermediate points.

No. 35—9:30 p. m.—Daily, for Asheville. Pullman drawing room sleeping cars Richmond to Asheville. Car may be occupied at Asheville West bound until 7:00 a. m.

Tickets, sleeping car accommodations and detailed information can be obtained at ticket office.

T. J. ANDERSON, ticket ag't, Salisbury, N. C. R. H. DEBUTTS, div. pass. ag't, Charlotte, N. C.