

**THE TRUTH ABOUT SUBSOILING,  
DEEP PLOWING AND SCRUBS.**

The farmer on the red Piedmont hills may rest assured that he will make no blunder by subsoiling his land deeply. There are plenty of lands all over the country on which it would be a waste of time and labor to subsoil, flat heavy lands that need drainage more than anything else, and deep sands will not be helped by subsoiling. But that subsoiling is a blunder on the rolling uplands of the South I know is not true. This is no theory with me, but the result of practical work with big plows and subsoilers.

While on level lands deep subsoiling may not show any important improvement in the crops, their improvement will be manifest on the steep red hills, because there is a place formed for the rains to settle into instead of running off down the hills and carrying the soil with them. If the red hills of the South had been kept deeply broken and thoroughly farmed instead of being scratched over, the hideous gullies would be a rare sight and galls would be unknown. The man who tells the farmers that subsoiling and deep plowing are always blunders, does not know what he is talking about, and is merely pandering to the prejudices of the farmers.

I have worked the steepest of old red hills, and have cured old gullies while never making a terrace, simply by making a deep bed for the water to sink into and making no furrows around the hill to catch a head of water. I can show today old gullies soded with grass, out of which I kept the water by making a deep loose bed for it on either side of the gully and on such steep old hills where the grass had run out to nothing but poverty grass, I got clover and timothy that were the wonder of the neighborhood, and no four-inch plowing would have done anything of the sort on that land.

I was last winter among farmers who habitually plow eight inches deep. They have gotten there from long experience on their soil, and while in many lands there is no need for deep plowing, this fact does not contradict the fact that in most rolling lands of a clay or loamy nature deep plowing, and often subsoiling, is a necessity. Talk to a farmer on the splendid lands of Berks, Lancaster and York counties in Pennsylvania about plowing three and a half inches deep, and he will quickly tell you that his crops could not be well grown as they are by any such plowing.

In the hilly lands of Central North Carolina, about Raleigh, for instance, the surface soil is sandy and full of quartz particles, and right under it the clay is as tough as ever formed anywhere, and clay that has greater stores of plant food than the surface has, a clay so tough that I have had alfalfa roots strike it and go off horizontally. Scratch that sandy surface three and a half inches deep, and the next flood of rain will take it off and a red gull appears. The proper treatment of the soil cannot be covered by any broad statement that subsoiling is a blunder. I have tested it for years, and know whereof I write, and always uniformly told farmers on level, compact soils and on sandy soils that subsoiling was needless with them, but that fairly deep plowing up to eight inches will enable their crops even on the flat heavy soils, to stand the droughts much better, if the cultivation is level and shallow after the deep breaking, and that on deep, sandy soils the formation of a sort of hard pan below the plow-point is an advantage in preventing soil leaching.

No Experiment Station that I have ever read after has found subsoiling on steep lands anything but a benefit. The instances reported are all on deep level and mellow soils, for even the red soil of the Georgia Station is not steep. Any man cultivating hills so steep that team plowing and plow sometimes slip down hill, will understand the importance of deep breaking and subsoiling. It may be needless in Texas, but in all the rolling red hills of the Southern uplands it is of vital importance if one wants to keep his soil and keep the moisture there instead of running away from him and having his crops parched in the shallow plowed soil in dry weather. Improvements in agriculture do not go backward, and deep plowing on red clay hills will become more and more common, and the crops better thereby because of the retention of the moisture. Level planting and shallow and level cultivation will, ere long, become the rule with the cotton farmers who plow deeply.

While on the matter of Professor Welborn's article, I will add a word about shredders and scrubs. Shredding machines may be rusting in some places, as all farm machinery is but

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rust by some people. Farmers should use the cottonseed hulls they exchange their seed for with the meal, but the hull shredder will give them far more feed and enable them to feed far more stock, and use their corn to the best advantage. Such cattle, it is well known, will gain weight as fast when well fed as the best pure bloods and grades, but did Professor Welborn ever see one top the market? No matter how much the scrub animal has gained, his gain will be mainly of tallow on the inside, and not the broad juicy loins that make the well-bred beef animals more valuable. I saw once at Chicago a lot of scrub cattle that had been fed at the Missouri station. They were very fat indeed, but they did not bring the price that similarly fat animals did simply because they had not made the valuable cuts that the packers wanted, and could not be sold to the butchers who cater to a high-class trade for sirloin and porterhouse steaks. If the stations are to help the advance in agricultural improvement they must lead the way, not by general statements, but by a study of conditions, for advice given to one man will be totally erroneous when given to another working under different conditions.—W. F. Massey, in the Progressive Farmer.

**WHY CULTIVATE AN ORCHARD?**

For the same reason that we cultivate a hill of corn. We plant apple trees thirty feet apart, while we plant corn three and a half feet apart. For the reason that the foliage of an apple tree bears the same relation to thirty feet that the foliage of a hill of corn bears to three and a half feet. Also that the roots of the tree occupy the entire thirty feet of space as well as the roots of corn occupy the three and a half feet. Cultivation is as absolutely necessary for the one as for the other. Cultivation will give thrift to either and unthrift without it. To produce a good crop of corn, break the ground eight inches deep and pulverize a fine seed bed. In cultivating the orchard we break three inches deep only, on account of roots, and make the same finely pulverized surface.

This bed contains moisture to the very surface in a dry season. By this kind of preparation and a fine, level cultivation, we retain moisture to the tree-tops during a drought, and consequently thrive of trees and large, smooth apples, fit, indeed, for any market. A hill of corn half cultivated produces small ears of corn. An apple tree cultivated, set in pasture, for the same reason, produces fruit hardly fit for worms. The downfall of thousands of orchards commences when their foolish owners sow them to grass and turn their stock in, and if possible, tramp them still harder than they were before. A belt of grass around a tree is about as fatal as a rope around a criminal's neck, especially if it be timothy, the great robber of moisture.—Green's Fruit Grower.

**LOCAL UNIONS.**

- Greensboro Trades Council**—Jas. C. Benson, president; Vernon F. McRary, secretary.
- Iron Molders**—E. R. Wyrick, president; C. L. Shaw, secretary. Meets second and fourth Wednesday nights in each month.
- United Brotherhood of Carpenters and Joiners**, No. 1422—J. W. Causey, president.
- Typographical Union**, No. 307—J. T. Perkins, president; W. F. Turner, secretary. Meets 1st Sunday in each month at 3:30 p. m. in the Rev. H. building.
- Association of Machinists**—J. Crawford, president; John M. Glass, secretary; R. M. Holt, recording secretary. Meets every Tuesday night in hall over Messinger's lunch room.
- Tar Head Lodge, Brotherhood of Railroad Trainmen**—Meets every Wednesday night in Odd Fellows Hall on Fayetteville street. W. G. Keitzel, Master; J. G. Whitaker, secretary; J. T. Lashley, speaker.

I shall be satisfied when I awake with Thy likeness.—David.

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8:46 a. m.—No. 46 daily. Local for Charlotte, connecting for Atlanta and points south.  
4:16 a. m.—No. 30 daily for Washington and points north. Handles sleeper for New York.  
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12:40 a. m.—No. 215, daily for Raleigh and Goldsboro. This train handles Pullman sleeper from Greensboro to Raleigh and Goldsboro.  
7:10 a. m.—No. 8, daily, for Durham, Raleigh and Goldsboro.  
8:30 a. m.—No. 237, daily, for Winston-Salem and daily except Sunday for Wilkesboro.  
7:50 a. m.—No. 154, daily except Sunday, for Rainsboro.  
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8:25 a. m.—Daily, for Charlotte and Asheville, connecting for Asheville and Knoxville.  
9:25 a. m.—No. 44, daily, for Washington and points north. Handles day coaches to Atlanta and Washington.  
9:35 a. m.—No. 144, daily, for Durham, Raleigh and Goldsboro.  
1:50 p. m.—No. 31, daily, for Washington and points north. Handles Pullman drawing-room sleeper New Orleans to New York. Pullman drawing-room sleeper, observation, observation and club cars to Washington. Dining-car service.  
1:50 p. m.—No. 21, daily, for Salisbury and Asheville. Handles parlor car to Asheville.  
1:55 p. m.—No. 7, daily, local train for Charlotte.  
3:25 p. m.—No. 207, daily except Sunday, for Winston-Salem, making connections for Wilkesboro.  
12:40 p. m.—No. 120, daily, for Rainsboro and intermediate points. Through for Fayetteville and Wilmington.  
3:20 p. m.—No. 23, daily, for Durham, Raleigh and Goldsboro. Handles parlor car to Goldsboro.  
2:30 p. m.—No. 151, daily except Sunday, for Rainsboro.  
4:55 p. m.—No. 121, daily, for Mt. Airy.  
6:15 p. m.—No. 122, daily, for Atlanta and points south. Pullman sleeping-room sleeper to New Orleans and Birmingham. Day coaches to New Orleans. Dining-car service.  
7:45 p. m.—No. 235, daily, for Winston-Salem.  
12:30 a. m.—No. 29, daily, for Commonwealth and Jacksonville. Pullman drawing-room sleeper and coach to Jacksonville. Dining-car service.  
11:15 p. m.—No. 233, daily, for Winston-Salem.  
11:30 p. m.—No. 12, daily, for Richmond and local points. Handles sleeper for Richmond.  
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