

all domestic manure applied to other fields on the place.

The question arises, Does this pay? Mr. Voorhees suggests that we raise an account with each lot and see what are the results of our operations. Suppose we do this now, and strike a balance.

The debits are as follows:

| | |
|---|---------------|
| 1908, to 300 pounds phosphate at \$13.50; 50 pounds potash at \$42.50... | \$ 3.08 |
| 1909, to 300 pounds phosphate at \$13.50; 50 pounds potash at \$42.50... | 3.08 |
| 1910, to 400 pounds phosphate at \$13.50; 100 pounds potash at \$42.50... | 4.82 |
| 1911, to 300 pounds phosphate at \$13.50; 50 pounds potash at \$42.50... | 3.08 |
| 1911, to 100 pounds Bone at \$30.00; 50 pounds nitrate soda at \$50..... | 2.75 |
| | <hr/> \$16.81 |

The credits are as follows:

| | |
|--|----------------|
| 1908, by 1 ton pea hay, at \$15 | 15.00 |
| 1909, by 2 tons pea hay, at \$15 | 30.00 |
| 1910, by 7 1/2 barrels corn with forage made into silage | 30.00 |
| 1911, by 25 bushels seed oats at 60 cents..... | 15.00 |
| 1911, from 8 to 10 barrels corn and forage... | 40.00 |
| 1912, by 2 tons clover hay at \$15.00 | 30.00 |
| | <hr/> \$160.00 |

Deduct fertilizers per above 16.81

Balance to pay for seed and labor\$143.19

You will observe the economy of this system. I have used very little nitrates, which is costly, but have used the mineral plant food and relied on the legumes to gather my nitrogen from the air. Mr. Massey often speaks of the soil as a living thing, and from my observation, I think we should treat it as such. If I proposed to fatten a living animal, I would not gorge it at the first feed, and then starve it for days. I would feed it lightly at first, but at regular intervals, and gradually increase the feed as the capacity of the animal to assimilate its food developed. Now in the management of my soil, I find that the same methods should be followed in fattening that. If I make excessive applications of commercial fertilizers to poor soils, the result is unprofitable and unsatisfactory. The soil can't assimilate it. If I make an application and expect that to last three or four years, there is no improvement, but if I cultivate my land every year, rotating the crops and fertilizing at least every year, better every crop. I find that there is an accumulation of plant food, and this accumulation seems to be digested by the soil and more available for the uses of the plants, resulting in much heavier crops.

BENJ. WATKINS LEIGH.

Editorial Comment:—Mr. Leigh's experience, like that of Mr. St. Clair, is interesting and valuable, but it is never safe to draw too broad conclusions from a single experience.

Mr. Leigh is unquestionably right in believing that mineral fertilizers can be used to great profit, but it will not do to conclude that they alone will make or keep the soil productive.

The first crop of peas on this land—unfertilized—was a failure; the second crop—fertilized, as we have often said that the pea crop should be—was good. Mr. Leigh does not tell us what he did with the first pea crop, or what came in between the two crops. Only one crop of peas each year for three years is reported. Land in Virginia ought to be doing more than that.

The point is, however, that Mr. Leigh brought this field up from

If I Bought a Car

By R. E. Olds, Designer

Here are some things which I'd require if I bought a car. I've learned their need by building 60,000 cars.

I could save, I judge, \$200 per car by building Reo the Fifth without them. But you might lose three times that by the lack.

Economy

I would want big tires, because of their immense economy.

On October 1 we added 22 per cent to the tire size on Reo the Fifth, though it was always overtired. Tire makers say that 22 per cent will add 65 per cent to the average tire mileage.

I would want lightness combined with strength. That means costly drop forgings. In Reo the Fifth we use 190.

I would want bearings that endure. That means roller bearings which cost five times as much as common ball bearings. In Reo the Fifth we use 15 roller bearings, 11 of them Timken, 4 Hyatt High Duty.

I require my springs to stand, by test, 100,000 vibrations.

I test my gears in a crushing machine, of 50 tons capacity.

Each engine is tested 48 hours—28 hours in the chassis.

I limit my output to 50 cars daily, so the men are never rushed.

Safety

I use chrome nickel steel for the axles, vanadium steel for connections, manganese steel in the crankshaft. And each lot of steel is analyzed twice to make sure of the needed strength.

Every driving part is built sufficient for a 45-horsepower engine, which leaves big margins of safety. I use 14-inch brake drums for quick, sure control.

The various parts of this car get a thousand inspections, so errors and weaknesses can't creep in.

Comfort

I use in this car my ideal center control, so all the gear shifting is done by moving a handle only three inches in each of four directions.

The driver sits on the left-hand side, close to the cars he passes.

I doubly heat my carburetor to deal with low-grade gasoline. I use a \$75 magneto, on which you can start the car.

I use wide, long springs, with seven leaves in them. And I use deep upholstery of genuine leather filled with the best curled hair.

I finish the body with 17 coats. I use electric side lights, flush with the dash.

Comfort and beauty mean much in a car and I spend a great deal to secure it.

My Own Car

would need to be built in this way, else I would not buy it. So I build in this way for those who buy from me.

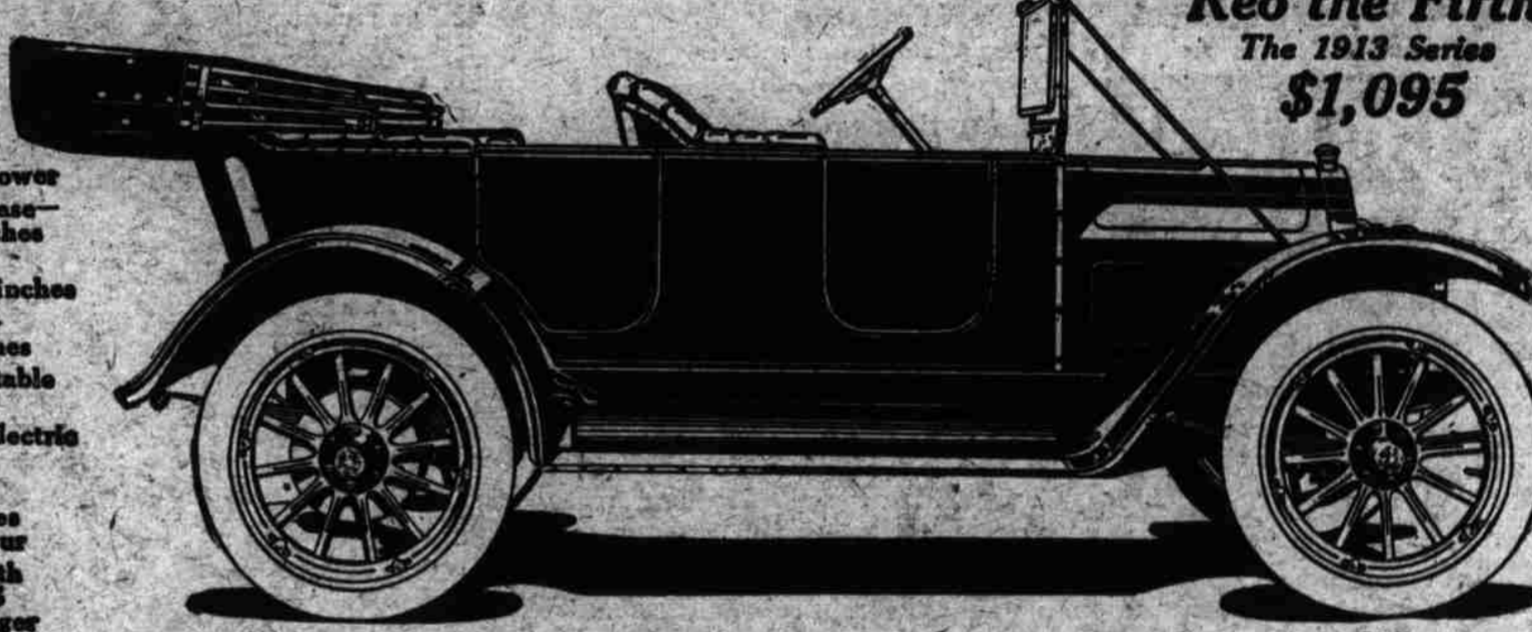
I could easily save at least \$200 by skimping on things like these. But men in time would lose their faith in me.

So I cut my profits down to the lowest minimum, and sell a car such as I describe for \$1,095.

Write for our fall catalog and the name of our nearest dealer.

R. M. OWEN & CO. General Sales Agents for **REO MOTOR CAR CO., Lansing, Mich.**
Canadian Factory, St. Catharines, Ont.

30-35 Horsepower
Wheel Base—112 inches
Tires—34 x 4 inches
Wheels—34 inches
Demountable Rims
Three Electric Lights
Speed—45 Miles per Hour
Made with 2 and 5 Passenger Bodies
(113)



Reo the Fifth
The 1913 Series
\$1,095

Top and windshield not included in price. We equip this car with mohair top, side curtains and slip cover, windshield, gas tank for headlights, speedometer and self-starter—all for \$100 extra.

poor crops to good, by the use of commercial fertilizers and the growing of legumes. He did not use stable manure and we have no record that he turned under anything except the stubble of the crops he grew. The plan worked well in this case, just as the peas alone gave good results in the case reported by Mr. St. Clair, but this does not prove that either peas alone or commercial fertilizers alone will give the best results. Indeed, we feel safe in saying that a combination of the two—commercial fertilizers to grow good crops of legumes, which are turned under or returned in the form of manure—will in most cases be the surest and most economical method of soil building.

Special rates will be given by all railroads to the Farmers' National Congress, which meets in New Orleans November 7-12. An interesting program has been prepared and a large attendance is hoped for. Free information can be had from the Secretary, J. H. Kimball, Fort Deposit, Md.

ENTERPRISES WE DO NOT NOW NEED.

We Do Not Need Them Till We Get Ready For Them—We Shall Need Them Later.

YOUR leader on page one of September 14, "The Kind of Enterprises We Do Not Need" was apt, timely and wise. I do not mean that we do not need such enterprises, but certainly we are not ready for them.

Consumers in Charleston are now paying 12 cents per quart for milk, this means about one-half of that, or 6 cents to the country dairyman. How would a creamery or condensed milk factory get its supply of milk in a section where it is so scarce as to sell at about four times the price paid for it by plants which now supply the country's needs? When Southern farmers have learned to make milk at a cost of one cent per quart, then the South will be ready for creameries and canning factories.

Some years ago the writer got a man (who then owned and operated successfully a canning plant.) Inter-

ested to the extent of offering to build a plant provided the farmers in the neighborhood would plant under contract 250 acres of tomatoes. He offered \$7 per ton for them. His offer was regarded as absurd, the idea of selling 1,000 pounds, or ten bushels of tomatoes for \$3.50, when a single bushel frequently sold for that much, did not appeal to my people, and the project fell thru.

There are farmers here who each summer can vegetables to be used during the winter and spring, in some instances enough are put up to sell some part. I am satisfied that such a start could be systematically developed into a large and paying business.

The direst need of my section is more efficient and less expensive transportation, and co-operative marketing.

T. J. HAMLIN.
Mt. Pleasant, S. C.

A little girl who had been out walking with her aunt heard the latter complain that her feet were tired.
"My feet get tired, too, when I go out walking," said the small maiden, "but I always think what a nice ride my stomach has been having."—Chicago Record Herald.