

Implements Ideas Worth While

Several Ideas—All Good

LET us begin with the wagon, for we all use it; buy as good a known make as you can afford; put it together right; keep it under cover when not in use; when the paint wears off them soak the felloes in oil, and when thoroughly dried in, paint with white lead and oil, finishing with the original color; keep all bolts in place and tight, and the life of your farm wagon will be doubled, which is good pay for the time and material so spent.

The same treatment should be given the buggy, with this addition: wash it frequently, and when so doing, look carefully to the tightness of all bolts and clips. In oiling, first wipe all old grease from the axle, and do not run so much oil on as to cause it to run off and smear both ends of the hub, as oil on the ground does no good, and that on the outside of the hub smears dresses; pure castor oil is best; one who works hard for the money with which to buy it, should not cramp a buggy so short as to strain it all over in turning. Back up if necessary, or lift the rear end. The use of a buggy will determine whether it will last one year or seven; the bull head is known by his use of a buggy.

As Secretary of our local Union, I saved the Local \$22 on an ensilage cutter, and bought the same identical make, by spending a few stamps and the time to write different dealers. The farmer, as a rule, does not look around enough before buying, and the local dealer, knowing this, waxes fat on his negligence.

Clean and house all implements as soon as through using them, and if anything is in need of repair, either fix it when found, or, if too busy, put the part in the way, where it has to be walked around, and leave it there until repaired and replaced, so that it will be ready when needed.

No side hill plow takes the right amount of land under all circumstances. We made an adjustable draw clevis for ours. We took an old ratchet from a worn out harrow and placed it on the rear of the beam, within handy reach from the walking position, cut the lever down to practical length; had the smith make an L clevis for the front end, attached a strong rod to the ratchet lever, thus enabling us to regulate the amount of land taken from the handles. It works fine, and we should very much dislike being without it; we can vary the clevis from center to any point six inches either way.

Cruso, N. C. W. W. SHAY.

Some Figures to Think About

FARM papers from Maine to California have for years tried to educate us farmers to depend more upon adequate farm machinery and less upon hired help, but how many of us have heeded the advice? It takes hard knocks to hammer this truth into our skulls. We think that the hired man with the hoe is "It." Did we but stop and consider, and take a dollars and cents view of it, we would conclude that human power, when compared with horse and traction, was rather "Nit."

I once had a neighbor who owned four good horses. He purchased a three-gang disk plow. This man paid the man who drove the team and operated the plow \$1.75 per day. If we estimate the keep of his horses at 50 cents each per day, we find that his daily expense was \$3.75. His average daily plowing was six acres. He disked his ground with a 12-foot disk harrow, and followed with a four section smoothing harrow. Did he live in Alabama? No.

My Alabama neighbor owns six good mules. He hires six colored men at \$1.25 each per day to drive his six mules to single plows. The

keep of his six mules costs him \$3.00 per day. He also employs a foreman at \$2.00 and furnishes him with a saddle horse to oversee the plow gang. We find that this man's expenses are: hired help \$9.50, feed of mules and horse, \$3.50, total, \$13.00, to plow six acres, a difference in cost in favor of the California man of \$5.25, and whose capital invested was much less than that of the Alabama man.

The Alabama man put only money in the business. The California man put money, brains and machinery into his business and saved \$9.25 daily.

This same Alabama farmer, when he dug his sweet potatoes had the vines pulled and piled by hand power, and the potatoes plowed out with a sort of middle-buster potato digger.

Last year, in preparing my ground for planting sweet potatoes, after having plowed and harrowed the same, I laid off the rows with a one-horse plow. I then distributed the fertilizer in the rows with a one-horse machine. Next I threw up the ridges, by plowing two rounds (four



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furrows) with a one-horse plow. As a final operation I went over the ridges (four at a time) with a 14-foot plank to level and smooth them and brush away the clods. To complete each ridge ready for planting required six and a quarter trips across the field.

This year I shall use a two-row fertilizer machine, with marker, and throw up the ridge with a disk cultivator, to which I shall attach a small block of wood, to smooth ridge and brush away the clods and rubbish. I shall finish a ridge ready for planting, by making one and a half trips across the field. I shall accomplish as much in a day and a half as I formerly did in six and a quarter days.

BAY MINETTE, Jr.

How to Use the Road Drag

HERE are some simple lessons, worth considering, which I have learned by years of experience with the road drag.

1. Make your drag reversible, (i. e. to move dirt right or left) by altering the hitch. Have the hind section about five-sixths the length of the front one; and face both front and rear sections entire length with iron or steel.

2. For best results under varying conditions of road surface as to dry, damp, hard or soft, I find it pays to have a man along at the end of a rope attached to the rear end of drag to properly steer the machine, and counteract its tendency to slide around hard bumps which need trimming off and smoothing. It is not so easy a matter, as talking about it,

for one man (the driver) to rightly direct the course and work of the drag by stepping from point to point, as common directions go; in fact, oftentimes impossible. Then the driver's weight is not always needed on the drag, but can be there in an instant when required.

JNO. K. GOODMAN.

Editorial Comment.—Now is the time when the roads are bad and other farm work is not pressing, when every township in the South should be using the drag. If your road authorities are still behind the times and make no use of it, wake them up.

Making the Wagons Advertise the Farm

WE MADE a new box last week for the one-horse wagon, 22 inches deep and decided to paint it. We painted the box green with a yellow stripe and repainted the running gear and shafts red, two coats, at a cost of 60 cents for paint. Then the idea came to me to advertise the farm on the wagon, as the storekeepers do in towns. So we painted on each side of the box "Goslar Farm, Fine Cattle," in neat, yet conspicu-

ous lettering. We were so pleased with it that we painted out the name of the Southern agents on the big two-horse Newton wagon and put "Goslar Farm, Fine Cattle," on that, too. We also numbered the wagons, painting Wagon No. 1 on the rear end-gate of the Newton wagon, and Wagon No. 2 on the one-horse wagon. Have been to town once with the big wagon after cottonseed meal, and the advertisement of the farm seemed to attract considerable attention.

Most of the fields on Goslar Farm were so rocky that they couldn't be mowed, and rock hauling is still one of our favorite ways of keeping out of mischief. This is hard on the wagon boxes, so I made a shallow box about three by six feet out of old chestnut planks. This can be set on the bottom of the hay frame of the one-horse wagon or directly on the bolsters. This lightens the weight so that one mule can pull a good load even over plowed ground. I hauled rocks off the back of a 20-acre field last fall while the smoothing harrow worked around us and the drill was putting in wheat in the front of the field. One use we made of the rocks was to wall up the house underneath on all four sides. The house looks 100 per cent better than when it stood on stilts, it is infinitely warmer, there is one less hiding place for setting hens, battered buckets and old sacks, and besides it made a place for more than 100 loads of rocks. The work was done at odd times last summer and fall.

CARL HAMMER.

Salisbury, N. C.

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