

THE PROGRESSIVE FARMER.

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A Farm and Home Weekly for the Carolinas, Virginia, Tennessee and Georgia.

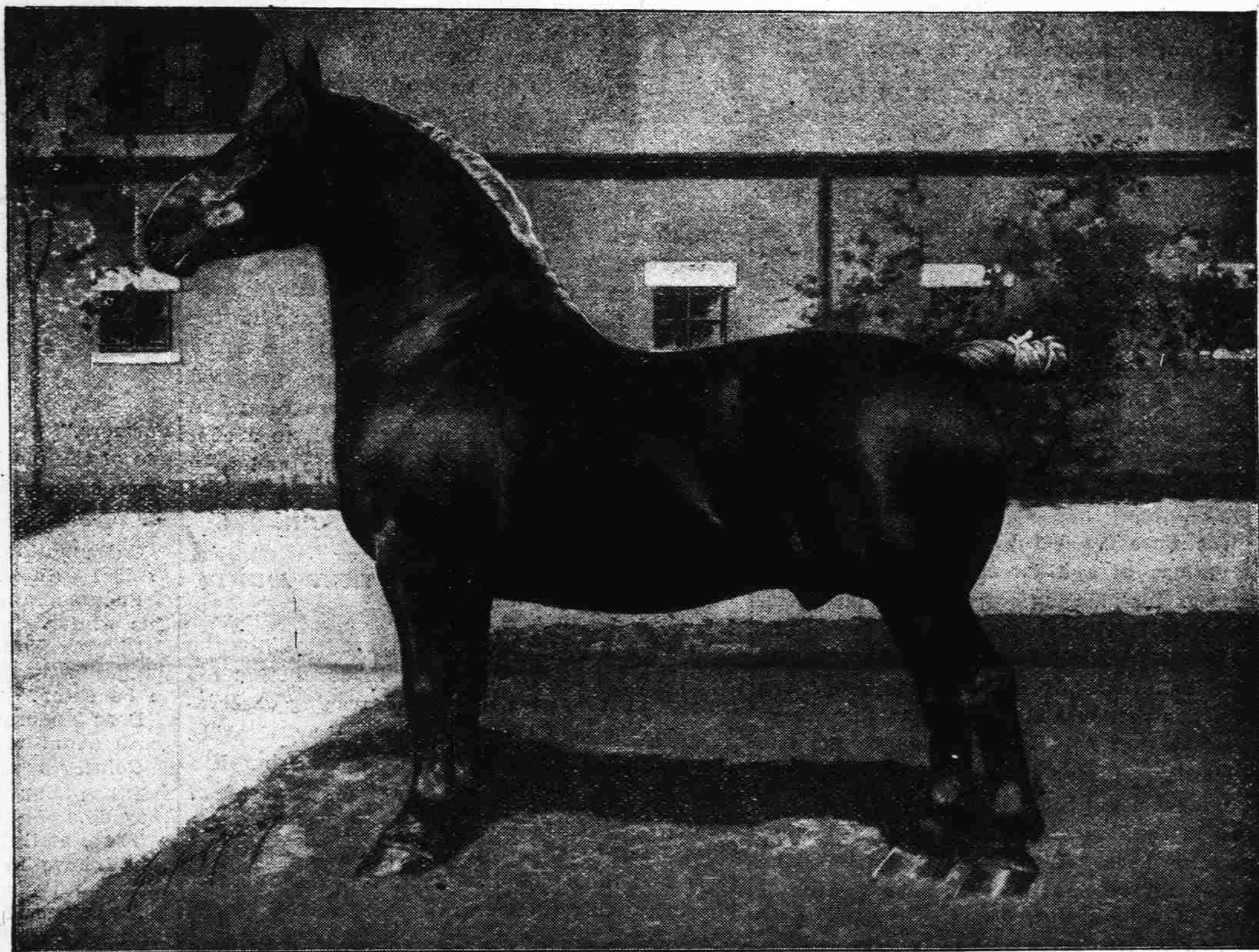
Vol. XXIII. No. 9.

RALEIGH, N. C., APRIL 9, 1908.

Weekly: \$1 a Year.

COCO 42070: A MAGNIFICENT TYPE OF THE DRAFT HORSE.

IN last week's paper we gave a beautiful type of the French Coach horse; this week we show one of the finest Percheron stallions in America—Coco 42070—owned by McLaughlin Bros., Columbus, Ohio. We need more Percherons in the South. An article on page 2 emphasizes their value. Says Dr. Tait Butler: "For the breeding of farm work stock, my first choice for sire would be a properly selected, medium sized Percheron." As to how the breed has been developed McLaughlin Bros. say: "Reliable authorities trace the origin of the Percheron stock back beyond the crusades. Since then, by subsidies and prizes, the French government has encouraged in every possible way the breeding of Percheron horses. It has done much to secure that combination of strength, endurance, activity and docility for which the breed is so noted, and which has placed it in the front rank of excellence among draft breeds of the world. The Percheron is the king of draft horses,



and par excellence the breed for moving heavy weight with great activity." Mr. Sidney Johnson, who is writing a series of horse articles for us, comments on the strong points of Coco as follows: "Note (1) the head carried well up; (2) the well arched top line of the neck; (3) the straight underline of the neck; (4) the powerful sloping shoulder; (5) the short back; (6) the long underbody; (7) long croup; (8) the flat cannon bones, and (9) the powerful hind quarters—these are exquisite: the drive power of a horse is located here. This should be a hard horse to beat in any show ring."

WHAT YOU WILL FIND IN THIS WEEK'S PAPER.

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WHAT ARE YOU DOING TO MAKE YOUR DIRT ROAD BETTER?

We are printing on page 15 of this issue an article from the United States Office of Public Roads giving some valuable suggestions about the best ways of making your dirt roads better. A macadam road is better, but do not neglect your every-day dirt road because you haven't a better kind. You can make a better kind without the macadam.

Grade the roads you have. It is a great waste of horsepower to lift your loads straight up the hill and then down again, when a little grading of the route would take you around the hill on a good level road that is no longer than the up-and-down one.

Then drain your road-bed. Water is an enemy to your roads; and when they are too steep they fall an easy prey to washing, and when level and poorly drained, they fall an easy prey to the mud-mixing narrow tires. Use the scraper and grader and drag, give your road a route that has some regard for your faithful horse, then drain it and drag it with the cheap and handy split log drag and you can certainly make your dirt road a great deal better.

COTTON CROP OF 1907 11,261,163 BALS.

The final census report of the cotton crop of 1907, issued March 20th, shows the total to be 11,261,163 bales, against 13,305,265 bales in 1906, and 10,725,602 in 1905.

By States the figures are as follows: Alabama, 1,126,028; Arkansas, 760,162; Florida, 57,516; Georgia, 1,891,000; Kansas, 34; Kentucky, 4,205; Louisiana, 676,823; Mississippi, 1,464,207; Missouri, 35,997; New Mexico, 447; North Carolina, 648,517; Oklahoma, 864,160; South Carolina, 1,175,375; Tennessee, 274,536; Texas, 2,271,724; Virginia, 9,486. Kentucky's total includes linters of establishments in Illinois and in Virginia.

Hester's report of the market movements gives only 4,000,000 bales in sight at present against 5,000,000 bales at the same date last year.

Oh, yes, you got some money when you sold that bale or two of cotton—but how much of it was clear profit? Wouldn't the same outlay of toil and money for plowing and planting, and fertilizing, and cultivating, and gathering, and marketing yielded you more clear profit if you had devoted them to some other crop?