

Case of Machinery.

Selected.
No man can reasonably expect to succeed as a farmer unless he is a man of thought, accustomed to devise the best and most practicable arrangements and systems of management, not only for producing but for caring for the tools and machinery he uses. It is a true maxim that a workman, as a general thing, will not use poor tools, as he knows it is bad policy. He knows that with poor tools he is required to use more physical strength in doing a certain piece of work, and many times cannot accomplish anything because his machinery, but the amount of work that wear out and break the most machinery, is in bad state of repair. It is not always those that do the greatest amount of work that wear out and break the most machinery, but the opposite of this, for those who are in the habit of damaging and staving up of tools, and fail to repair them at the time, are those that generally do the least labor. Machinery and all tools should be repaired at once when broken. I believe that fully one-third of the mowers, reapers, binders, separators, etc., that are sold are discarded as useless before they are one-half worn out, because they have not had proper care. When not in use, all machinery that is used on a farm should be cleaned, and all rusty parts (iron or steel) be covered over with a mixture of white lead and tallow, to prevent rusting, and in all cases should be repaired before putting away. The mower may need several sections; put them on. The plow may need a clevis or point; get them at the time, do not wait till the hour you need to use them, and lose valuable time in running after the parts wanted, and abuse the poor down-trodden implement dealer, should happen to be out of them, because the rush for the repairs had been so enormous, not thinking for a moment he has a thousand things to think of, and has possibly overlooked the one article you wanted.

Again, a bucket of mixed paint is a good thing to have on hand (and any kind will do as long as it is red), to touch anything that has become scuffed. Some farmers say that they cannot afford to build a house to store machinery, but they seem to afford the luxury of buying new tools to take the place of the ones rotted or rusted out, when if they had a cheap shed to store them they would save a great deal of their hard earned wealth. I have seen plows in January resting quietly in the corner of a field, just where I would expect to find them in February, where the last crop was out off, and the harrow on the limb of a tree near where the last briar was cut, a spring tooth harrow where the last crop was pulverized, a cider mill in the corner in December, just where the last apple was ground, and then when the seasons arrive for using the above tools we catch it for not giving the repairs gratis, for the owners claim the pieces which broke had flaws in them, not for one moment acknowledging that it was their own negligence that produced the flaws. And I wish again to emphasize that a greater portion of the so-called defects in machinery used by our rural friends are caused by the careless manner in which they are cared for. Farmers, care for your machinery on your farms and it will give you good service.

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TRAINS GOING SOUTH		TRAINS GOING NORTH	
Dated May '99	No. 15, Daily	No. 14, Daily	No. 13, Daily
Leave Weldon	12:35 p.m.	9:15 a.m.	7:15 a.m.
Arrive Rocky Mt.	1:12 p.m.	8:01 a.m.	6:01 a.m.
Arrive Tarboro	2:55 p.m.	7:25 a.m.	5:25 a.m.
Leave Tarboro	12:54 a.m.	6:46 a.m.	4:46 a.m.
Arrive Wilson	2:18 p.m.	7:05 p.m.	5:05 a.m.
Leave Wilson	12:30 p.m.	6:30 a.m.	4:30 a.m.
Arrive Seaside	3:30 p.m.	5:30 a.m.	3:30 a.m.
Arrive Fayetteville	3:30 p.m.	5:30 a.m.	3:30 a.m.
Leave Fayetteville	3:15 p.m.	5:15 a.m.	3:15 a.m.
Leave Goldsboro	3:14 p.m.	5:14 a.m.	3:14 a.m.
Leave Virginia	3:14 p.m.	5:14 a.m.	3:14 a.m.
Arrive Wilmington	6:00 a.m.	5:55 a.m.	3:55 a.m.

TRAINS GOING SOUTH

No. 16, Daily	No. 14, Daily	No. 13, Daily	
Leave Wilmington	9:35 a.m.	9:15 a.m.	7:15 a.m.
Leave Magnolia	1:04 p.m.	10:57 a.m.	8:57 a.m.
Leave Warsaw	11:11 a.m.	10:01 a.m.	8:01 a.m.
Arrive Goldsboro	2:55 p.m.	12:03 p.m.	10:03 a.m.
Leave Fayetteville	3:30 p.m.	12:45 p.m.	10:45 a.m.
Arrive Seaside	3:30 p.m.	12:45 p.m.	10:45 a.m.
Arrive Wilson	3:30 p.m.	12:45 p.m.	10:45 a.m.
Leave Wilson	3:35 p.m.	1:00 p.m.	9:00 a.m.
Arrive Rocky Mt.	4:05 p.m.	1:30 p.m.	9:30 a.m.
Arrive Tarboro	6:30 p.m.	2:15 p.m.	10:15 a.m.
Leave Tarboro	6:30 p.m.	2:15 p.m.	10:15 a.m.
Arrive Weldon	5:45 p.m.	2:55 p.m.	11:55 a.m.

Daily except Sunday. Trains on Scotland Neck Branch road leave Weldon 4:30 p.m., arrive Scotland Neck at 4:45 p.m., Green Hill 6:28 p.m., Knist 7:15 p.m., turning leaves 6:15 a.m., Greenville 8:22 a.m., Arrive Hatteras 10:00 a.m., Weldon 11:20 a.m., daily except Sunday. Trains on Washington Branch leave Washington 7:00 a.m., arrive A. & R. Junction 8:40 a.m., returning leaves A. & R. Junction 7:05 p.m., arrive Washington 8:45 p.m. Daily except Sunday. Connects with trains on Albemarle & Raleigh R. R. and Scotland Neck Branch. Trains on Albemarle & Raleigh R. R. leave Washington daily 4:45 p.m., Sunday 2:00 p.m., arrive Wilmington, N. C. 7:15 a.m., 10:15 a.m., 1:15 p.m., 4:30 p.m., 5:20 p.m., returning leaves Plymouth, N. C. 8:00 a.m., Sunday 6:00 a.m., Sunday 9:00 a.m., Wilmington 7:30 a.m., 9:30 a.m., 10:00 a.m., Tarboro, N. C. 10:40 a.m., 11:20 a.m. Trains on Southern Division, Wilson and Fayetteville Branch leave Fayetteville 5:30 p.m., arrive Roanoke 7:11 a.m., returning leaves Roanoke 7:15 a.m., Fayetteville 9:15 a.m. Daily except Sunday. Trains on Indian N. C. Branch leave Goldsboro, N. C. 10:00 a.m., 10:00 a.m., arrive Smithfield, N. C. 7:30 a.m., returning leaves Smithfield, N. C. 8:00 a.m., arrive Goldsboro, N. C. 10:00 a.m. Train on Nashville Branch leaves Rocky Mount at 6:20 p.m., arrive Nashville 7:15 p.m., Spring Hope 7:40 p.m., returning leaves Spring Hope 7:15 p.m., Nashville 8:25 a.m., Rocky Mount 9:30 a.m., daily, except Sunday. Train on Clinton Branch leaves Warsaw for Clinton, daily, except Sunday, at 6:20 p.m., and 11:15 a.m., returning leaves Clinton at 8:25 a.m., 11:15 a.m., connecting at Warsaw with Nos. 11, 12, 13 and 14. Southbound train on Wilson & Fayetteville Branch is No. 13, and is No. 14, daily except Sunday. Train No. 27 South, and 14 North, will stop only at Rocky Mount, Goldsboro and Warsaw. Train No. 28 makes direct connection with No. 13 at Rocky Mount, and will run via Richmond, and daily except Sunday via H. Line, without stopping at any intermediate points, with North Is. and Carolina Railroad on Norfolk, and north via Norfolk.

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