

FARM POULTRY

WHY POULTRY IS VALUABLE

Canadian Expert Gives Eight Reasons in Reply to This Pertinent Question—Good Anywhere.

Why is poultry valuable to the farmer? is a question asked by hundreds of tillers of the soil who usually keep but a few chickens, and these a mixture of all breeds. Professor Gilbert of Ottawa, Canada, gives the following reasons in answer to this pertinent question:

1. Because he ought, by their means to convert a great deal of the waste of his farm into money in the shape of eggs and chickens for market.
2. Because, with intelligent management they ought to be all-year revenue producers, with the exception of possibly two months during the moulting season.
3. Because the poultry will yield him a quicker return for the capital invested than any of the other departments of agriculture.
4. Because the manure of the poultry house will make a valuable com-



A Mixed Flock.

posite for use in either vegetable garden or orchard. The birds themselves, if allowed, will destroy all injurious insect life.

5. Because, while cereals and fruits can only be successfully grown in certain sections, poultry can be raised for table use or layers of eggs in any and every part of the country and at all seasons.

6. Because poultry raising is an employment in which the farmer's wife can engage and leave him free to attend to other departments of farm work.

7. Because it will bring the best results in the shape of new-laid eggs during the winter season, when the farmer has the most time on his hands.

8. Because to start poultry on the farm requires very little capital.

DON'TS FOR THE POULTRYMEN

Idaho Instructor in Poultry Industry Gives Several Excellent Hints for Poultry Success.

(By LILLIAN BLANCHARD, Instructor in Poultry Industry, Pullman, Wash.)

- Don't allow vermin among little chicks.
- Don't allow chicks to become chilled.
- Don't feed unbalanced rations.
- Don't overcrowd the chicks.
- Don't neglect to feed an abundance of green stuff.
- Don't neglect to cull continually.
- Don't feed spoiled grain.
- Don't hatch chicks late if you expect fall and winter layers.
- Don't hatch more chicks than you can care for.
- Don't set dirty or old eggs.
- Don't allow sitting hens on the layers' nests.
- Don't allow the male birds to run with the hens after the hatching season is over.
- Don't allow too many females with the male bird during the mating season.
- Don't expect results without work.

Molting is Natural.

The molting of fowls is a natural process and not a disease, and no medical treatment is necessary or desirable. Feed molting fowls just as you would feed them at any other time, only remembering that molting is done during hot weather and less carbonaceous food should be given than when the weather is cool. Oats, wheat, cut clover or alfalfa or any leguminous feeds may be used more because the weather is warm than that fowls are molting. Any sort of green food is good; so are beets, turnips, bulbs or tubers of any sort that they will eat. They should have little corn or other heat-producing food.

Sign of Distress.

When chickens have droopy wings it is a sign that they have vermin and need attention.

Winter Ventilation.

Try a cloth-covered ventflating space in the south side of your poultry house this winter.

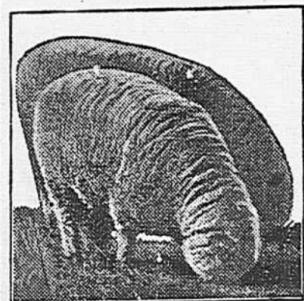
LIVE STOCK

FEED THE SHEEP REGULARLY

Value of Regular Practice Has Been Demonstrated With Two Flocks—One Turned Out Thrifty.

Sheep should be fed regularly in the winter. In fact, as much depends on the regularity of feeding as on the feeding itself. Those who are familiar with the characteristic of sheep know that they always become restless about feeding time.

The value of regular feeding has been demonstrated by experiments with two flocks. One was fed daily at six o'clock in the morning and again in the evening, while the other was fed at different times during the day. The result was that the flock fed regularly turned out in a thrifty condition in



Thrifty Type.

the following spring, while the others were thin and sickly.

Many of the latter flock had died during the winter. Fully eight per cent. of the lambs had either died at birth or made only a stunted growth.

FEED FOR THE FARM HORSES

By Selecting Only Good Hay the Danger of Heaves is Avoided—Natural Grain is Oats.

(By C. L. BARNES, Colorado Agricultural College.)

The feed for the farm horse should be of as good quality as that given to higher priced animals used in the cities or on the race track. The question of mode of feeding is an important factor in keeping the farm horse healthy. Most of the hay should be fed at night when the horse has plenty of time to eat. The hay should be of good quality. All mouldy or musty hay should be rejected as unfit for feed. By selecting only good hay the danger of heaves is avoided. The most natural grain for the horse is oats. The oats should be well matured and not mouldy. Bran has very little nourishment in it but serves as a bowel regulator. If a quart of bran is fed each animal with the oats the danger of colic is lessened.

Whenever possible one should make it a practice to feed the farm horse after it has had 30 minutes or an hour to rest before trying to digest its concentrated food. In other words let the farm horse eat a little hay while warm and after it has entirely dried off, water and grain. During a resting period feed more bran than oats. Then there will be less danger of azoturia after the horse is put back to work.

A well-regulated barn of modern type is equipped with watering trough in the barn. If possible all horses should have an opportunity of drinking pure water at any time while in the barn. If the horse is not too warm. Some ranchers find it a paying proposition to set a pail of water in for each horse before retiring. This gives the horse an opportunity to have water when it needs it the most while eating the dry hay.

Cause of Ricket.

Worms, malnutrition, inadequate feeding, lack of lime salts in the feed are common causes of rickets in pigs. Stop feeding corn and substitute slop of middlings, ground screened oats, flaxseed meal and milk and add one ounce of lime water to the quart of slop or give a dram of precipitated phosphate of lime in feed twice daily. If worms are seen in the droppings give sulphate of iron in the slop for five mornings in succession at the rate of one dram for each one hundred pounds of pigs and if necessary repeat the treatment in a couple of weeks. Every day rub affected joints with iodine ointment.

LIVE STOCK NOTES

Colts should have a regular grain ration daily.

It is poor economy to feed timothy hay to sheep.

Nine-tenths of the objection to the mule is prejudice.

Hogs appreciate kindness and are not so stupid as they look.

Less hay and some grain is more economical and will make a better colt.

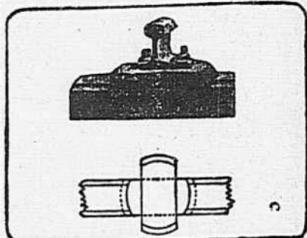
Feed the finishing pigs all they will eat. If the appetite is keen, the digestion is good.

"REPAIRING" OLD TIES

CONTINENTAL RAILROADS HAVE A PICKLING PROCESS.

Growing Scarcity of Wood and the Amount of Building Going On Has Made Necessary Something of This Kind.

The forests are going. The demand for wooden sleepers is growing in all civilized lands. It is necessary to increase the length of time the old wooden ties can be used, and to solve this problem, experiments have been



made on some continental railroads with hardwood tie plates, set into the old ties in such a way as to prevent mechanical wear and tear on the rail, while improved pickling methods render the soft wood of the sleeper practically immune to attacks of fungi or dampness. The hard wood, and this is also taken to mean a wood mass powerfully compressed hydraulically, in the shape of pads, either wedge-shaped or circular with a bevel is set into the seat which has been cut in the sleeper, which is filled with a hot tarry mass, and turned by suitable force until its longer side is at right angles to the center line of the sleeper. This distributes the cementing material, and makes it fill any existing small gaps. Thus no water can penetrate the joint, while at the same time an elastic intermediate layer is provided. The pads are interchangeable, and easily replaced with new.—Popular Mechanics.

TRAINS HAD TO BE LONGER

Economic Conditions Forced Railroads to Measures Which Have Proved Their Wisdom.

The measure of train efficiency is the trainload—the tons handled per crew. The average train carried in 1902 296 tons of freight; in 1912, 409 tons. The tremendous economy represented by these figures came from increasing the freight-moving capacity per train by means of improvements in train and road equipment. The average capacity per car rose from 28 tons in 1902 to 42 tons in 1911 (latest figures); the average tractive power per locomotive from 20,481 pounds in 1902 to 27,949 pounds in 1911. Result: longer trains with greatly augmented trainload. By eliminating curves and grades the performance of the car per day was still further increased. To bear the swift ponderous pounding heavier roadbeds and rails and stronger bridges were provided and had to be maintained. These improvements have paid their way in savings and explain why expenses other than wages have increased at a reduced rate and at a rate so much lower than that in labor cost, with advancing wages, reduced hours and full-crew laws.—Leslie's Weekly.

Railroad Women in Europe.

A signal woman has been employed on the line between Morebath and Hampton, near the Somerset border of Devon, for the last 23 years, and another at Lee Crossing, near Minehead, says the London Tit-Bits. But women are employed on the railways in other places besides the west country. Rosemount station on the Caledonian railway, and Longford, Essex, have station mistresses. At Braystones, on the Furness railway, and at Dovenby station, Cumberland, there are women who not only manage the signals, but issue tickets and do all the work in connection with the trains. More women, probably, are employed on the railways in Russia than in any other European country.

World's Great Railroad Tunnels.

The world's greatest tunnels are to be found in Europe, and a brief summary of these in the Engineer shows that the greatest is the Simplon which is 12 1/4 miles in length. Two, the St. Gothard and Lotschberg, are over 9 1/2 miles in length. The Mont Cenis is a little over seven miles in length. The Arlberg, in Austria, is 6 1/2 miles long. There are four tunnels between five and six miles in length, five between four and five miles in length, seven between three and four miles, and 16 tunnels that are over two miles long. The longest tunnel in this country, the Hoosac, is four and one-third miles long.—Scientific American.

Economic Waste.

Economic waste applies to car roofs as well as to the finances of the government. There is no difference except in the amounts involved. Economic waste as relating to the car roof implies a loss which affects more than just the road which purchases and becomes the owner of such roofs. While naturally an individual or a corporation should avoid waste as a matter of self-protection, it should also avoid economic waste which has its effect on every part of the body politic. Possibly the fact is sometimes overlooked that those things which affect the country at large affect each individual in the country as well.

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The Menace of the Problem Is the Negro. Question "Settling Itself"?

"The Negro question is settling itself," they tell us, and The Progressive Farmer almost alone along the bigger Southern journals today scientifically probing to the bottom of the whole great problem to see how it is being "settled."

Did you know, for example, that from 1870 to 1910 the number of mulattoes in this country increased from 584,049 to 2,050,686 or over 251 per cent—whereas the number of full-blooded negroes increased only from 4,295,960 to 7,777,077, or 81 per cent?

In other words, there are not even twice as many full-blooded negroes as there were in 1870, but there are nearly FOUR TIMES as many mulattoes. The Progressive Farmer of February 21st will present some amazing figures and some notable utterances by Rev. A. H. Shannon, Prof. J. T. Brooks, Senator B. R. Tillman and others about this whole big, sinister, loathsome subject. It is not going to be pleasant reading, but it's mighty necessary reading and in many respects astourding reading, and ought to arouse the whole South to action concerning the perils that confront us.

Look out for it. Many other equally notable scientific articles on "The Negro and Southern Farm Life" will follow.

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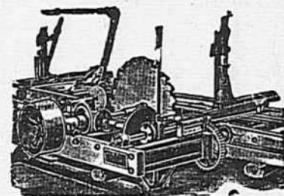
Raleigh, North Carolina.

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