WITH THE FARMERS

By Prof. W. F. MASSEY

(Letters addressed to Professor Massey must have stamp inclosed for answer.)

Tuesday, April 21, 1914.

W. F. Massey.

Bright Tobacco After Cotton.

Brunswick County: "I write for some information about bright tobacco. I have some land that is fresh and porous, but cotton grew on it last year. Some one told me that he saw an article from you warning the tobacco growers against planting after cotton. I am a close reader of what you write, but did not see this. Please advise me if it will be safe to plant after cotton or peanuts? It grows well after corn, and why should cotton or peanuts be against its growth? I look to you as the best authority on most all farm work." I have never stated that the bright tobacco will not do after cotton. In fact, I have never heard nor found this to be the case. But there is a very general impression that bright tobacco will not do well after peas, clover or peanuts, as these legumes seem to leave an excess of nitrogen in the soil for tobacco, at least for the bright yellow leaf, for every tobacco grower in the black tobacco and shipping sections knows that there is nothing that pays them better than clover. But, as I have never had an opportunity to investigate the matter for myself, I am obliged to give credence to the very general opinion of the growers of bright tobacco that the turning under of clover or the following of tobacco after any legume crop is an injury to the quality of their leaf. But I would not hesitate to plant bright tobacco after cotton, any more than I would after corn, or any other hoed crop. But I would like very much for some intelligent grower in the bright tobacco section to study this matter and try to find if the legumes do really injure the tobacco following them. Very often it happens that one man has a poor crop under certain conditions, and at once the word goes out that such a crop will not do to precede tobacco, and every one takes up the notion without any investigation. How many growers have really tested the influence of legumes on bright tobacco in an intelligent way, I, of course, do not know, but I believe that the impression has been largely passed from one to another without real investigation.

Crimson Clover and Vetch.

Washington County: "Will crimson clover and vetch live after being grazed or mown before maturity? If so, how long will they last for pasture or mowing?"

No; these plants are annuals and die after seeding. The hairy vetch will reseed the land and come again in the fall. The crimson clover will not do so. Though the vetch may be cut in bloom, it will be found that it has already made seed, and these freely shatter out and lie till fall to grow, while the seed of crimson clover will germinate at once and die out in the heat of summer.

Formaldehyde Gas.

James City County: "Will you please tell me what effect the burning of formaldehyde candles, such as are used for fumigating houses after infectious diseases, in a potato house, where some of the potatoes stored have the black rot? Also, what effect the gas would have on mice that have gotten into the building? Last fall I built a house for sweet potatoes, in which I kept a fire going for ten days after storing the potatoes, and made a small fire once a day when the weather was cold, and I do not believe I would have lost a potato had not some of them been affected with the black rot before storing. The house was built rat and mouse-proof, but some mice got in when the door was left open and disfigured some of the potatoes. Have thought that the burning of the formaldehyde candles might destroy the rot and the mice, too. What do you think of this?"

I think that the formaldehyde gas will have a good effect on the rot in destroying the spores, and that it will at least sicken the mice, and if you get some of the sulphur candles and burn both, the gas will be deadly to animal life and fungus as well. Carbon bisulphide poured in an open pan and set high up in the house and the house closed up tight will destroy animal life with certainty. But this chemical must be strictly kept from fire, for it will explode from a cigar. The fumes are heavier than air, and hence it should be set up high in the house and then get out and leave the house closed till it has all evaporated, and then air out before going in yourself.

Unknown Peas in Corn.

"I am thinking of sowing the Unknown or Wonderful cowpea in my corn at last working. What do you think of this variety?" I would advise you to sow an earlier variety, and one that does not make so much vine. The Unknown or Wonderful, sown at last working of corn, would hardly mature peas, and it grows so rank that it would climb all over the corn. I would not sow a later pea in corn than the speckled or Whippoorwill pea.

Forms of Potash on Tobacco.

"Can you tell me why sulphate of potash is used in tobacco fertilizer and nitrate on other crops? Some claim that muriate burns the tobacco. I think that it is lack of nitrogen and not potash that fires it. The common practice here is to use a high-grade fertilizer in the hill, checking the tobacco 3 1-2x3 1-2. The fertilizer used is 4-8-4, and a liberal application. I claim that fertilizing in the hill causes firing, as the nitrogen is used up. Also, if after ten loads of horse stable manure have been spread on land for corn, would a heavy application of potash and acid phosphate, say 400 pounds of 14-4 damage the corn? I have seven fine ears of corn, which I wish to plant for seed. The land was in cowpeas and soy beans last year, seed picked and vines left on the land to turn under.

"Would like to make a big yield of corn, and would be willing to spend some money on the half-acre that this corn will plant. How shall I treat it for a big yield? Do not expect it to pay a profit. Would like to get a few Yokohama beans." I have never known any one to claim that the muriate of potash causes tobacco to fire. The reason why the sulphate is used is that the chlorine in the muriate makes the tobacco burn imperfectly when used as smoking tobacco, and it keeps the crop green too late in the season. You will always get a better quality of tobacco from using a fertilizer in which the potash is furnished by high grade sulphate of potash. You do not say what sort of tobacco you grow, but from your location I suppose it is dark tobacco. I agree with you as to the fertilizing in the hill. I would only put one-half of what I used in the hill and one-half broadcast down the middles at planting time. On your land I do not believe that you need potash on the corn. The application you mention will certainly do no harm after applying the manure. But I think that it would be better to mix acid phosphate with the manure at rate of 100 pounds to a ton manure. It will greatly increase the efficiency of the manure. At the Ohio station it was found that as little as forty pounds to a ton of manure nearly trebled the efficiency of the manure on the crop. Now on the half-acre where you propose to plant corn for seed and want to make a large crop, you will have a chance to test the need for potash in your land. Mix 500 pounds of acid phosphate, 400 pounds of cottonseed meal and 100 pounds of muriate of potash for an acre. Half of this amount will do for the half-acre. Use this on one-half the area, and on the other half increase the phosphoric acid by 100 pounds an acre, and leave out the potash, and note the results.

Fertilizing Peanuts.

Sussex County: "I greatly enjoy reading your letters in The Times-Dispatch, and now I want you to give me the best formula for Virginia running peanuts. Land was stubble and was plowed eight inches deep in January.

"Soil medium and perfectly level. It was marled eight years ago, 150 bushels an acre, and will make sixty-five to seventy-five bushels of peanuts an acre, or about eight to ten barrels of corn an acre." If you have been reading these columns closely, you will have found that I have more than once suggested what I have found the best fertilizer for peanuts. It is 500 pounds of Thomas phosphate (basic slag), fifty pounds of nitrate of soda, and fifty pounds of muriate of potash an acre. The nitrate is used for an early start off, and the peanuts, like other legumes, can get nitrogen from the air later in their growth.

Sweet Potatoes on Moist, Heavy Land.

"I wish to plant sweet potatoes on a piece of newly-cleared land. It is not very well drained, and a stiff, dark soil. Would Thomas phosphate help the yield of potatoes? Is it safe to use Thomas phosphate on corn land that has had a coat of stable manure applied this spring? Land such as you describe will hardly make the best quality of sweet potatoes. But lime is a very good thing for sweet potatoes, and the Thomas phosphate is nearly half free lime, and it will make as good an application for sweet potatoes on that sort of land that you could use. Fresh land will need no nitrogen for this crop, but I would use 400 pounds of the Thomas phosphate and forty pounds of sulphate of potash an acre in the furrows, and, in fact, would, if possible, select better land for sweet potatoes. The Thomas phosphate can be used with perfect safety on the corn after manuring the land, as any ammonia set free will be absorbed by the soil.

Effect of Lespedeza on Milk.

North Carolina: "I have bought 100 pounds of Bermuda grass seed and some Japan clover seed (lespedeza) to mix for a permanent pasture for my milch cows. But a neighbor and his wife tell me that the Japan clover will injure the butter, and make it oily. What is your opinion of this?" I have used lespedeza as a cow pasture more than twenty-five years ago, and no one ever noted any bad effects in the milk or butter. I think that it is merely a notion, and that more is due to the handling of the milk and butter than to the clover.

Hay for cash with order, in lots of 1,000 pounds and upwards, prices, per ton, f. o. b. Warren Station: Good Clover mixed, $17; beautiful Timothy, Red Top and Alfalfa mixed, $20; fancy Alfalfa, $25; fine Alfalfa, $22.

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Canaan Farm, Esmont, Va.

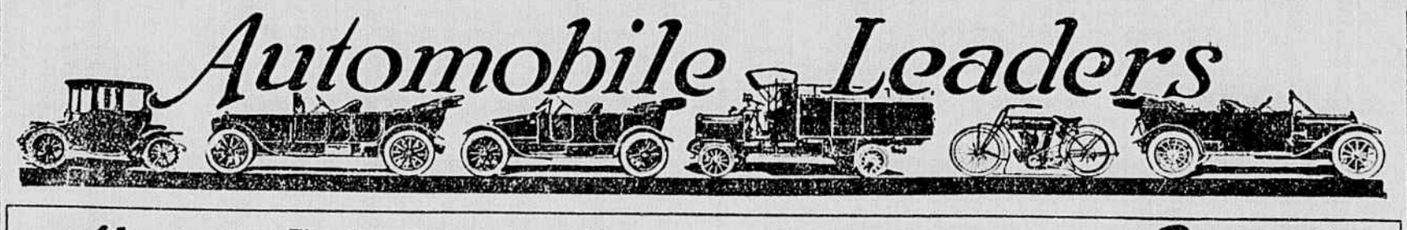
Herefords at Auction

100 Head Bulls, Cows and Heifers; blood of Perfection Fairfax, Beau Donald, Mapleton, Britisher, Bonnie Brae, Acrobat and Corrector, the best blood of the breed. 50 sold at Orange, Va., MAY 7 by the Atlantic Hereford Cattle Breeders' Association. For catalogue, address LUCIO W. HILL, Locust Dale, Va.

Fifty sold at Roanoke, Va., MAY 8 by W. T. McCray. For catalogue, address W. T. McCRAY, Kentland, Ind.

COL. FRED REPPERT,
Auctioneer.

Automobile Leaders



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COMPROMISE FOUND.

Bristol Will Not Lose Terminal of Postal Division.

Bristol, Va., April 20.—The Bristol Board of Trade is actively engaged in a campaign to prevent an order to extend the Bristol-Chattanooga Railway postal division eastward from Bristol to either Pulaski or Radford, Va. The clerks on trains No. 25 and No. 26, being advised that they could not be granted a relief crew in order that they might have a regular lay-off period of six days instead of three, petitioned the department to extend the division into Virginia in order that their run might be long enough to allow the naming of an additional crew. This, they felt, was the only solution for their contention. However, the Bristol Board of Trade believed that relief might be brought to the postal clerks without the necessity for Bristol losing the eastern terminal of the division, together with the patronage incident thereto. As a result of considerable correspondence with the Tennessee and Virginia Senators and with Congressmen Moon, Sells and Slemp, it now looks as if Bristol will be retained as the eastern terminal of the division, and the postal clerks on trains No. 25 and No. 26 will be given relief in a different form. This is the information received from Judge Moon, who wrote the board of trade that he had been advised that a plan of adjustment had been decided upon that would be satisfactory to the clerks and would not call for an extension of the division.

POLICE CHIEF SHOT.

Winchester, Va., April 20.—Police Chief Charles Feltner, of Berryville, is in a precarious condition to-night from a gunshot wound in his right lung, inflicted by an unknown negro youth, whom he was about to arrest near Wheatland, W. Va., charged with robbing stores of David Willey and Robert Metz at Berryville early this morning. Feltner, unarmed, undertook to arrest three negroes, and all escaped. Another negro, arrested in Hagerstown, confessed he took part in the robberies. White residents of Clarke and Jefferson Counties are greatly incensed.

Railroads

CHESAPEAKE S.S. CO. SOUTHERN RY.
YORK RIVER LINE
Daily Except Sunday.
New "Steamer "Train" (Parlor Cars). Splendid New Steamers "City of Richmond," "City of Annapolis." Fares: $1.50 round trip, $2.50 first-class, $2.00 second-class. Staterooms, $1.00 to $3.00. Running water. Private baths. Excellent meals. Dinner, 75c; breakfast, 50c. Leave Richmond 5:10 P. M. (Main Street). Arrive Baltimore 7:00 A. M. "Steamer "Train" makes no local stops, and 4:15 P. M. train handles local passengers.
TO BALTIMORE

Chesapeake & Ohio Railway

7:00 A.—Local—Daily—Newport News.
7:00 A.—Local—Daily—Ch'ville. Ex. Sun. Thurmond.
†9:00 A.—Express—Daily—Norfolk, Old Point.
†9:30 A.—Local—Daily—L'ch'g. Lex. C. Forge
*12:00 Noon—Express—Daily—Norfolk, Old Point.
†4:00 P.—Express—Daily—Norfolk, Old Point.
5:00 P.—Local—Daily—N. News, Old Point.
5:15 P.—Local—Ex. Sun. Charlottesville.
5:15 P.—Local—Week days, to Warren.
*2:10 P.—Express—Daily—Cin., L'ville.
*6:40 P.—Limited—Daily—Cin., Ch'go. St. L.
*11:00 P.—Express—Daily—Cin., Louisville.
*Sleepers †Parlor Cars.
TRAINS ARRIVE RICHMOND—Local from East: 9:20 A. M., 8:10 P. M. Through from East: 11:20 A. M., 2:05 P. M., 6:30 P. M. Local from West: 8:30 A. M., **10:30 A. M. and 3:00 P. M. Through: 8:30 A. M., 11:55 A. M. and 3:50 P. M.
James River Line: **8:35 A. M., 5:25 P. M. Daily.
**Daily except Sunday.

Railroads

Richmond & Chesapeake Bay Railway Company
SCHEDULE EFFECTIVE APRIL 14, 1914.
Superseding Schedule of May 30, 1912.

Trains Leave Richmond.	Trains Leave Ashland.
* 5:50 A. M.	* 5:50 A. M.
B* 7:00 A. M.	B* 7:00 A. M.
* 8:00 A. M.	8:00 A. M.
B 9:00 A. M.	B 9:00 A. M.
10:00 A. M.	10:00 A. M.
**11:00 A. M.	**11:00 A. M.
11:00 A. M.	*12:00 noon
1:00 P. M.	** 1:00 P. M.
2:00 P. M.	2:00 P. M.
3:00 P. M.	3:00 P. M.
B 4:00 P. M.	4:00 P. M.
5:20 P. M.	B 5:20 P. M.
6:20 P. M.	6:20 P. M.
7:10 P. M.	7:10 P. M.
B 8:00 P. M.	8:00 P. M.
S 9:00 P. M.	B 9:00 P. M.
10:00 P. M.	S10:00 P. M.
11:45 P. M.	11:00 P. M.

B—Carries Baggage.
S—Saturdays only.
*—Daily except Sunday.
**—Sunday only.

Richmond & Petersburg Electric Ry

Leave Richmond.	Leave Petersburg.
*6 A. M. *3 P. M.	‡5:15 A. M. ‡3:[illegible] P. M
7 A. M. 4 P. M.	6:35 A. M. *4:35 P. M
8 A. M. 5 P. M.	‡7:30 A. M. 5:35 P. M
*9 A. M. ‡5:45	*7:35 A. M. 6:35 P. M
10 A. M. *6 P. M.	8:35 A. M. ‡7:05 P. M
11 A. M. 7 P. M.	9:35 A. M. *7:35 P. M
*12 A. M. 8 P. M.	*10:35 A. M. 8:35 P. M
1 P. M. *9 P. M.	11:35 A. M. 9:35 P. M
2 P. M. 10 P. M.	12:35 P. M. *10:40 P. M
11 P. M. Chester.	*1:35 P. M. 11:40 P. M
*12 P. M. Petersbu	2:35 P. M.

*Baggage. †Limited. ‡Week days only.

Richmond, Fredericksb'g & Potomac R. R.
TO AND FROM WASHINGTON AND BEYOND.

Leave Richmond	Arrive Richmond
*5.40 A.M. Byrd St. Sta.	*7.50 A.M. Byrd St. Sta.
*6.05 A.M. Main St. Sta.	‡11.25 A.M. Elba Station.
*8.20 A.M. Main St. Sta.	†11.35 A.M. Byrd St. Sta.
*8.40 A.M. Byrd St. Sta.	*1.10 P.M. Main St. Sta.
*10.25 A.M. Byrd St. Sta.	*2.50 P.M. Byrd St. Sta.
†12.01 noon Byrd St. Sta.	*6.20 P.M. Byrd St. Sta.
‡2.00 P.M. Byrd St. Sta.	*7.30 P.M. Byrd St. Sta.
*3.50 P.M. Byrd St. Sta.	*9.00 P.M. Byrd St. Sta.
‡4.15 P.M. Elba Station.	*10.35 P.M. Main St. Sta.
*5.15 P.M. Main St. Sta.	*12.35 night Main St. Sta.
*8.20 P.M. Byrd St. Sta.	*12.40 night Byrd St. Sta.

ACCOMMODATION TRAINS—WEEKDAYS.
Leave Byrd St. Sta. 4.00 P. M. for Fredericksburg
Leave Elba Sta. 7.30 A. M., 6.30 P. M. for Ashland
Arrive Byrd St. Sta. 8.25 A. M. from Fredericksb'g
Arrive Elba Sta. 6.50 A. M., 5.42 P. M. from Ashland

*Daily. †Weekdays. ‡Sundays only.
All trains to or from Byrd Street Station stop at Elba. Time of arrivals and departures not guaranteed. Read the signs.

Railroads

Norfolk & Western Railway
ONLY ALL RAIL LINE TO NORFOLK.
Schedule in Effect December 1, 1913.
Leave Byrd Street Station, Richmond, FOR NORFOLK: *9:00 A. M., *2:00 P. M., *4:10 P. M.
FOR LYNCHBURG AND THE WEST: *6:15 A. M., *9:50 A. M., *3:00 P. M., *9:29 P. M.
Arrive Richmond from Norfolk: *11:[illegible] A. M., *6:35 P. M., *11:30 P. M. From the West: *6:50 A. M., 12:10 P. M., 11:40 P. M., *6:05 P. M., *9:00 P. M.
*Daily ‡Daily except Sunday. §Sunday only.
W. B. BEVILL, P. T. M., Roanoke. W. C. SAUNDERS, G. P. A., Roanoke.
C. H. BOSLEY, D. P. A., Richmond, Va.

SEABOARD AIR LINE RAILWAY,
"The Progressive Railway of the South."
Southbound trains scheduled to leave Richmond daily: 9:00 A. M., local to Norlina; 1:20 P. M., sleepers and coaches, Atlanta, Birmingham, Jacksonville; 10:45 P. M., sleepers and coaches, Atlanta, Birmingham Memphis and Hamlet; 12:45 A. M., sleepers and coaches Atlanta, Birmingham, Memphis, Jacksonville and Tampa.
Northbound trains scheduled to arrive in Richmond daily: 5:55 A. M., 8:00 A. M., 5:05 P. M. 5:45 P. M.

Atlantic Coast Line
The Standard Railroad of the South.
EFFECTIVE APRIL 12, 1914.
TRAINS LEAVE RICHMOND DAILY.
For Florida and South: 8:10 A. M. and 4:30 P. M., 12:50 A. M.
For Norfolk: 9:00 A. M., 3:00 P. M., 4:10 P. M.
For N. & W. Ry. West: 6:15 A. M., 8:50 A. M., 3:00 P. M., 9:20 P. M.
For Petersburg: 12:50 A. M., 6:15 A. M., 8:15 A. M., 9:00 A. M., 9:50 A. M., 3:00 P. M., 4:10 P. M., 6:05 P. M., 6:35 P. M., 9:20 P. M., 11:45 P. M.
For Goldsboro and Fayetteville: *[illegible] P. M. Trains arrive Richmond daily: 6:[illegible] A. M., 10:15 A. M., 6:00 A. M., *8:37 A. M., **10:45 A. M., 11:40 A. M., *2:10 P. M., **1:40 P. M., 6:05 P. M., 6:35 P. M., 8:00 P. M., 9:00 P. M., 11:30 P. M.
*Except Sunday. **Sunday only.
Time of arrival and departure and connections not guaranteed.
C. S. CAMPBELL, D. P. A., 828 Main St.

Railroads

SOUTHERN RAILWAY
PREMIER CARRIER OF THE SOUTH.
Trains Leave Richmond—Main St. Station.
N. B.—Following schedule figures published as information and not guaranteed:
For the South—Daily: 5:55 A. M.—Local. 10:15 A. M.—Express. 6:00 P. M.—Express, with Electric Lighted Sleeping Cars for Atlanta and Birmingham. 11:50 P. M.—Express. Week Days: 3:00 P. M.—Local.
YORK RIVER LINE
5:10 P. M.—Steamer train (parlor car), except Sunday; no local stops; and 4:15 P. M.—Daily, local—Connecting for Baltimore, daily, except Sunday. 7:25 A. M.—except Sunday.
Trains Arrive Richmond.
From the South: 7:05 A. M. and 8:55 A. M., 2:15 P. M., 8:20 P. M., daily; 1:00 P.M. Sun. From West Point: 8:45 A. M. (steamer train), daily except Monday; 9:40 A. M., daily; 6:45 P. M. except Sunday.
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*Campania, May 5, 6 p. m. Aquitania June 10 10 A. M.
*Caronia, May 13, 3 p. m. Mauretania June 16 6 P. M.
Mauretania May 26 6:00 P. M. Mauretania June 24 6:00 P. M.
*Carmania, June 3, 3 p. m. Lusitania
*Calls at Queenstown. East Bound.
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Sailings noon. See Itinerary.
PANNONIA April 29. CARPATHIA May 19
IVERNIA May 7. ULTONIA June 2
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V-C Fertilizers
Virginia-Carolina Chemical Co.
Virginia-Carolina Fertilizers
Richmond, Virginia, Box 1140.

FRENCH LINE
Compagnie Générale Transatlantique
Direct Line to Havre-Paris (France)
Sailings From New York Every Wednesday at 10 A. M.
NEXT SAILING *La Savoie, Wed., April 22
*LA PROVENCE April 29 *LA PROVENCE May 20
†FRANCE (new) May 6 †FRANCE (new) May 27
*LA LORRAINE May 13 *LA LORRAINE June 3
†Twin-screw steamer. ‡Quadruple-screw steamer.
SPECIAL SATURDAY SAILINGS FROM NEW YORK 3 P. M.
ONE CLASS CABIN (II) and THIRD CLASS Passengers Only.
‡ROCHAMBEAU April 25 *CHICAGO May 9
Richmond Trust and Savings Co., corner Main and Seventh Sts. Richmond Transfer Co., 809 E. Main St., Agents, Richmond.