

The True Democrat.

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FATTENING HOGS IN LOUISIANA

With the rapidly increasing number of good hogs being raised in Louisiana and a better appreciation of the possibilities for profitable pork production, there is being evolved a general plan for both the growing and fattening of hogs which meets the needs peculiar to Louisiana conditions.

The old method of letting the hogs run wild on the open range, eking out a precarious existence for the most part, and fattening on acorns, hick mast, etc., has been very largely abandoned, and a system of cultivated crops is planned in such a way as to provide grazing all through the growing period and an abundance of fattening material available when needed. Some have attempted to follow the plan of penning the hogs and carrying their food to them. This method may result in very early maturity and large gains, but the cost of both food and labor is too great for profitable returns.

The plan recommended by the State Experiment Station, and which is being quite generally adopted, is to graze the growing pigs on oats and clovers during the winter and spring, changing to Bermuda grass as the summer advances. During this time only a small amount of grain is given, the idea being to carry the pigs along as cheaply as possible, while at the same time making a fair rate of growth.

The fattening period starts with early corn and peas, which are ready to graze about July 15. Both the fall and spring litters are turned into the fields, the young pigs picking up most of the grain which the larger hogs would otherwise waste. This crop will carry the pigs until about September 1, when the soy beans or peanuts are ready for grazing. As before, the smaller pigs will pick up the scattering grain and make rapid gains. As both soy beans and peanuts are low in carbohydrates and very rich in protein, corn is fed in connection to balance the ration. The pigs graze this crop until about November 1, when sweet potatoes are ready. The fall pigs, those born the previous fall, will now be nearly ready for market, and may be penned and finished on corn and cotton-seed meal, or may be allowed to graze on the potatoes with the younger hogs. The largest gains per acre are always made with sweet potatoes, but the resulting fat is soft and oily. To offset this, as well as to secure better returns from the sweet potatoes, one pound each of corn and cotton-seed meal per head is fed daily. After grazing the potatoes for about six weeks, the pigs will usually be nearly ready for market, and are usually penned and finished with corn and cotton-seed meal. If any potatoes are left in the field, they are gathered by brood sows and young pigs.

It will be noted that the hogs are made to gather practically all of their food. This not only saves a great deal of labor, but by actual experience, proves to be an economical practice, the hogs making from one-third to one-fourth greater gains per acre when allowed to graze the crops than they would make were they confined and the food brought to them. This difference is due to the fact that they eat a large amount of the stems and leaves of the peas, soy beans and peanuts, which are rich in protein, to say nothing of the grain and the cowpeas.—E. L. Jordan, La. State University.

POLICE JURY MEETING.

St. Francisville, La., June 20, 1916. The Police Jury met in adjourned meeting with the following members present: C. F. Howell, President; A. S. Brasseaux, H. C. Kaufman, S. C. Cobb, J. F. Austin, T. H. Row, N. H. Barrow, J. F. Maryman, S. L. Lavergne.

The assessment of the Wilhelm Lumber Company was raised from \$36,000 to \$3,000,000 feet of lumber.

The Secretary was instructed to write to the proper authorities to ask that Dr. Jargo be left in charge of our vats until the close of the season.

The Secretary was instructed to write to Dr. Flower, asking him to authorize the dipping vat inspector to furnish the assessor with a list of cattle dipped at each vat, prior to date hereof, and the names of their owners.

Secretary instructed to write to president and members of the Police Jury of East Feliciana urging them to take up the matter of the repairs to the Thompson creek bridges at their next meeting.

C. F. HOWELL, President.
C. T. TOORAEN, Clerk.

QUALITY OF BUTTER DEPENDS UPON PROPER HANDLING OF MILK.

When there are as many as four cows on the farm, a small cream separator will prove to be a good investment, but with fewer than that number, or if a separator cannot be afforded, hand skimming of the cream will reduce the labor in butter-making, and tend to improve the quality of the butter, provided the cream so obtained is properly handled. When this method is practiced, separate milkings are set in cool, well-ventilated places and allowed to stand for from 12 to 18 hours for the cream to rise, when it is skimmed off with a cup or large spoon and placed in a can which must be kept in as cold a place as possible. Skimming from different milkings are added to this stock can until a sufficient quantity is obtained for churning. When a churning is obtained it should be set to ripen or sour. Cream from separate milkings should be cooled to the same temperature before being poured together, then the mixture cooled as low as possible (50 degrees F. or lower), and kept so in a well-ventilated place until 12 to 18 hours before churning, when it should be thoroughly stirred, and brought to a temperature of 70 degrees F. by placing the can in a bucket of hot water. During the rise of temperature frequent stirring is necessary. The temperature should always be measured with a dairy thermometer, which can be bought for from 15 to 20 cents. Set at 79 degrees F. for 12 to 18 hours cream will take on a velvety glossy appearance and acquire a pleasant, clean mildly sour taste, which indicates it is ready for churning. The setting process is called ripening. If there are no means of keeping the milk and cream cool, churning will have to be done more frequently to prevent the milk and cream from getting too sour and developing bad flavors.

DISTRICT SUNDAY SCHOOL CONVENTION

A district Sunday School convention will be held at the M. E. Church, St. Francisville, Sunday, July 2. Wilhelm, Star Hill, Chaney Creek and St. Francisville are included in this district. All are cordially invited to attend this meeting and take part in the following program.

Afternoon Session, 3:30 P. M.
Song.
Prayer.
Scripture Reading.
Song.
Responding to Roll Call with Scripture Verses.
The Elementary Department—Miss Rosalie Booker.
Teacher Training—W. S. Bliss.
Primary Work—Miss Sallie Raynham.
Election of Officers.
Night Session, 8 P. M.

Song.
Prayer.
Song.
Adult Bible Class—Mrs. R. S. Winn.
Home Department—A. E. Roghillo.
How to Increase Sunday School Attendance—Geo. W. Newman.
Graded Lessons in the Sunday School—Joseph Pigott.
A. E. ROGHILLO, President.
W. S. BLISS, Secretary.

SWEET POTATOES FOR HOGS.

"The sweet potato is probably the best root crop for fall and winter grazing for hogs," says Professor W. R. Dodson, Director, Experiment Stations, L. S. U., "and the cut-over pine hill lands of the State will likely develop as a hog-raising country for the reason that the soils are preeminently suited to the production of sweet potatoes, peanuts and cow peas, and also produce fairly good oats for winter grazing."

"Sweet potatoes planted in June and early July will be ready for feeding about the middle of October. Hogs turned in them at that time will probably root out more potatoes than they will eat, but there will not be very much loss from this. An acre of potatoes will feed eight to ten hogs, one year old, for sixty days, if supplemented by such feeds as rice-polish and bran."

The assessors' bill has passed the House unanimously and the sheriffs' bill is on the way, having thus far borne down all opposition.

The appropriations bill has been cut to fit the revenues.

Road Construction In Louisiana.

(By C. M. Kerr, Assistant State Highway Engineer, in Modern Farming.)

It is not a question today as to whether or not you can afford to improve your highways according to modern standards, but it is a question as to whether or not you can afford not to improve them, that confronts you. It is well enough to learn ways and means to more scientifically till your lands, so that you may thereby raise better, larger and more diversified crops; but of what use does this knowledge prove if your country roads are such that you cannot economically get these crops to market? If it means anything to you to be able to have highway travel open to you every day of the year; if it means anything to you to be able to haul your produce from one-half to one-third of what it costs you upon your unimproved roads; if it means anything to you to improve your economic and social conditions, and your rural mail service, lend every possible effort to bring about systematic highway improvement in this state.

The passing of Act 49 of 1916, creating the State Highway Department and "requiring the Board of State Engineers to assume control of state highways under certain conditions; to elect a State Highway Engineer; to define his powers and duties; to authorize the construction and maintenance of highways under certain regulations; to authorize the acquisition by expropriation or otherwise, of rights-of-way for highways, drainage canals, or ditches; to provide a revenue for carrying out the objects and purposes of this act, and to provide for the disbursement thereof; and to require the parishes to contribute a certain proportion of the cost of constructing and maintenance of highways; defining a state highway, etc.," vested this Board with authority and power, which, if not disturbed and interfered with in its present labors, and untrammelled by local self-interest and motives, or factional prejudice, is destined to do more toward the development of our state and its agricultural resources than any other factor.

This act, together with Article 291 of the Constitution, vests the Board of State Engineers, through the Highway Department, with authority and power to give State aid, both monetary and supervisory, to the various parishes towards the construction of State highways throughout Louisiana, under certain conditions, and provides a revenue for aiding in the carrying out of the work so undertaken. This revenue, which amounts to only about \$140,000 annually, at this time is derived from a State tax of one-fourth of one mill on the dollar for the purpose of creating a highway fund with which to aid the parishes in constructing and maintaining State highways, and, in my opinion, one important section of the State highway law which needs amending to the extent of providing a larger revenue, since the amount now at the

CROPS THAT MAY BE PLANTED IN JUNE AND JULY.

Spanish peanuts, soy beans, German millet, sorghum, and cow peas are among the crops that may be planted and satisfactory returns expected.

Spanish peanuts may be planted up to the 1st of July and make a good crop. They are especially desirable where hogs can be allowed to harvest them.

Soy beans, preferably the Mammoth Yellow, may be planted any time from June to the latter part of July and utilized for forage or for a grain crop. They should be planted in rows as close together as cultivation will permit and cultivated two or three times. Most soils are naturally inoculated for soy beans. It may take a little more if the rows are less than three feet apart, or a little less if the rows are more than three feet apart. They should be drilled so that the stalks will be two to four inches apart in the drill.

Probably the catch crop that requires less time for maturity is German millet. Harvest may be made ordinarily in sixty to sixty-five days from time of planting. The quality of hay is fairly good if cut before the seed are fully mature, and the yield is good on good land, but the draft on the soil is pretty heavy.

Almost any of the sorghums may be planted up to the 1st of July, and varieties such as the Early Amber, Early Orange and Coleman may be planted considerably later. When planted in mid-summer they will approximately mature in sixty-five to seventy days.

command of the department is not sufficient to appease the appetites of the number now applying for it.

The law provides that the expense of all work, both for construction and maintenance, shall be borne equally by the State and parish, each respectively paying one-half the cost. Considering the fact that there are 64 parishes in our State, and that under the law, each parish is entitled to aid annually up to the sum of \$50,000, one can easily imagine the condition of affairs should each and every parish apply for and demand monetary aid in full. Fortunately, the authorities of the various parishes that are being aided realize the financial conditions of the department and are satisfied to get whatever monetary aid the department finds it possible to extend, for many of them appreciate that no matter how much more the cost of any project is to the parish above the State's portion, the difference is greatly offset by the State assuming all responsibility for the proper execution of the work, and the furnishing of trained supervision. As a result of the broad view taken by the parishes that have received State aid, the proportion of payment borne by the State and the parish on different projects, has varied from one-half and one-half to one-tenth and nine-tenths, respectively, of the total cost; the amount paid by the State depending upon the number of applications submitted by the various parishes and the magnitude of each project undertaken. Should the article of the Constitution, relative to the State highway fund, be amended so as to provide for a larger revenue for the needs of the department of at least one mill on the dollar, our State would be in position, through the Highway Department, to carry to successful completion the system of proposed State-aid highways, embracing some 4,500 miles as planned by the department within the next six years.

Since the organization of the Highway Department in 1911, there have been constructed and improved, to April 29, 1916, a total of 592.44 miles of State highways, and in addition to this there are 54.86 miles now under construction, with the prospect of about 120 miles more being contracted for in the various parishes to be placed under construction within the year, which when completed, will make a grand total of approximately 767 miles, making an average of about 150 miles of highways placed under construction per year, on an average annual revenue of \$107,000. From these figures and at this rate of progress, a highway fund, derived from a one-mill tax, which would amount on the present assessment to \$560,000 per year, the Highway Department could, under State aid and this cooperation plan, build and improve on an average of 700 miles per year, at which rate it would require only about six years to complete and improve the mileage of main line market roads shown in the system of proposed State-aid highways.

Sorghum can only be used to advantage, however, for soiling or for making silage.

Practically every one is familiar with cow peas. The New Era is one of the very best varieties for late planting; it can be planted up to the 1st of August and make a pretty good crop of both seed and hay.—W. R. Dodson, Director, Experiment Stations, L. S. U.

NOTICE.

The next examination for teachers' certificates will be held July 24, 25, 26 (white), 27, 28, 29 (colored).

Examination questions for special first grade subjects will be given applicants who file notice of their intention of taking examination in special first grade subjects. Such notice must be in the hands of the parish superintendent by July 19.

In addition to the questions upon the Theory and Art of Teaching for first grade applicants, a set of questions upon Psychology will be offered as an optional subject to first grade applicants.

With the exceptions noted above, the provisions for granting teachers' certificates are the same as in previous examinations.

R. E. CRUMP,
Parish Superintendent.

Scaly legs on poultry can be cured by rubbing the feet and shanks with kerosene and lard. Repeat once a week for several times until cured. Where the legs are very scaly they should be first soaked in warm soapy water, to soften the scales.

PUNCTURED SQUARES OF COTTON PLANT MUST BE GATHERED UP AND DESTROYED.

The success of the fight against the boll weevil depends upon the thoroughness with which the eggs and immature stages are destroyed. All punctured yellow squares from both the stalk and the ground should be gathered and burned. The life of the overwintered female weevil is limited, and no eggs hatched means no second generation of the weevil or practically none. It is not the overwintered weevil that ruins the crop but their grandchildren. If the children are destroyed there can be no grandchildren.

If it were possible to make a perfect fight the weevil could be wiped out. The fight can be made effective enough, however, to allow the cultural methods to mature a profitable crop of cotton on well-drained loams or sandy loams which will mature the crop quickly before the weevils multiply sufficiently to take all the fruit formed. The squares should be gathered up and destroyed every seven or eight days from the time they begin to form until July 10 to 25. By this time the overwintered weevil are practically all dead, and if the fight has been made with thoroughness few weevils will be hatched.

The cost of the fight is variable, depending upon the kind and supply of labor used.—Mason Snowden, Extension Division, L. S. U.

THREE DANGEROUS DISEASE- CARRIERS.

The common house-fly carries the germs of typhoid fever, tuberculosis, and other dangerous diseases—swat him!

The buzzard carries the infection of charbon, hog-cholera, etc.—bang him!

The cattle tick carries the germs of Texas fever and plays havoc with our cattle industry—kill him! The dipping vat and the standard arsenical solution will do it effectively.

DIRECTIONS FOR CANNING TOMATOES

Select firm red tomatoes of uniform size, put into tray and lower into boiling water for about one minute, to make skins come off easily. Plunge into cold water to make fruit firm and peel promptly. Use a slender pointed knife to cut out the core, being careful not to cut into the seed cells.

All cans and utensils should be thoroughly sterilized by boiling for 20 minutes. Pack tomatoes in can as closely as possible to within one-fourth inch of the top. Weigh cans. No. 2's should contain not less than 29 ounces and No. 3's not less than 33 ounces of tomatoes.

Mix sugar and salt in the proportion of one-third salt and two-thirds sugar. Put two level teaspoonfuls of this mixture in each No. 3 can of tomatoes and one teaspoonful in each No. 2 can. Put the cap on the can, leaving the vent hole open, place cans in tray and lower into boiling water, almost immersing, allowing cans to remain for 3 minutes to drive out the air. Tip the cans immediately after exhausting and completely immerse in boiling water. No. 2 cans require 15 to 20 minutes cooking; No. 3 require 22 to 30 minutes. Count from the time the water first boils, after immersing the cans, and keep it boiling constantly. Cool as quickly as possible.

If glass jars are used put tops on loosely, set in water nearly to top and boil, pint jars 25 minutes and quart jars 30 minutes. The tops should be tightened as soon as the jars are removed from the water. Be careful in removing not to place jars in a draft.

In canning with a steam pressure canner, the cans are capped and tipped immediately after filling. Place in canner and process. No. 2 cans require 20 minutes at 228 degrees, 5 lbs. pressure; No. 3 cans, 28 minutes at 232 to 235 degrees, 7 lbs. pressure.—Miss Alice S. Keeler, Assistant in Canning, Junior Extension Department, Louisiana State University.

"I believe in myself—believe that whatever mistakes I may or may not have made heretofore, I am endowed with limitless possibilities for growth, struggle, triumph, and development—making each today better than its yesterday and each tomorrow better than today. I believe in my work—believe it offers opportunities as an industry, requiring faithful labor; as a profession, requiring scientific knowledge; as a business, requiring commercial ability—each with its challenge and its reward."—Exchange.

ONE CENT LETTER POSTAGE POPULAR

One cent letter postage is attracting the attention of Congress, 50 bills calling for the inauguration of a one cent rate on local delivery letters having been introduced.

Many newspapers throughout the country are warmly advocating the lower rate, and the inauguration of a so-called "zone" system for the transportation of periodical literature of all kinds. At the present time the great bulk of mail being carried distances under second-class rates is furnished by the magazine publishers of the large eastern cities. Train load after train load of magazines are sent out to all parts of the country at a cost of one cent a pound, although it has been estimated by postal experts that it costs over eight cents a pound to deliver such literature.

This, it is claimed, is manifestly unfair to the publishers of newspapers in local territories, who are required to pay the same rate for transportation of their products. It is proposed, and will become part of the readjustment of postage rates when such are made, that a zone system be established so that a certain rate shall be charged for all classes of publication for the first fifty miles, another for 50 to 150 miles, another for 150 to 300 miles, and so up to a haul which would extend across the continent. In this way the publishers of big magazines would be required to pay the government what it actually costs to transport their product.

Under the present rate the United States mails transport such magazines as Leslie's an average of 1000 miles at the same rate they would charge a newspaper for the average haul of fifty miles. This means a large subsidy for Leslie's Weekly, amounting to about \$400,000 per annum. Some of the other magazines, having a much larger circulation, benefit to a much greater degree. When it is considered that Leslie's Weekly charges over \$1200 per page per single issue for its advertising space, and that one-half or more of the periodical is taken up with advertising, it hardly seems fair to users of letter postage and to newspaper publishers that they should pay the government a profit of 100%, when none of it is used to defray general expenses of the department, but goes instead to take care of the deficit created by the loss incurred in distributing these magazines at one cent a pound, a rate which is almost a franking privilege.

Newspapers which should properly represent the territory in which they are published, and carry the advertisements of the nationally advertised products in their territories are seldom considered nowadays in the distribution of big advertising appropriations. The money goes rather to huge magazine corporations which are growing fabulously rich, and which pay only a fraction of the cost to the government for the service furnished them.

The reason one large magazine business is paying profits may be noted in the case of three trade publications controlled by it. The actual value of these publications is about \$200,000, yet, owing to advantages given by the second-class rate and the resultant increase in their advertising, they were recently sold for \$1,500,000. It is declared that upon its latter valuation they paid a stock dividend of 50%.

When it is realized that the publishers of newspapers in the smaller towns and cities scarcely more than break even and make a living from their publications, is it not fair that the government should collect from these huge corporations the cost of service entitled? This remarkable condition of affairs has been revealed by investigations which have been made by the National One Cent Letter Postage Association with headquarters at Cleveland, Ohio. This association is seeking to secure a one cent letter rate and a readjustment of charges made on the carrying of second-class mail which is very largely furnished by the big magazine publishers.

It is pointed out that if a zone system were to be applied the rate on letter postage could be lowered, the advertising placed in the local newspapers where it belongs, and the big magazines required to share some of their fancy profits with the government, which is now carrying their product at a loss estimated at over \$75,000,000 per year, for at the present time the department is losing over \$75,000,000 per year on periodical mail.