

# BLUE RIBBON MEN AND WOMEN

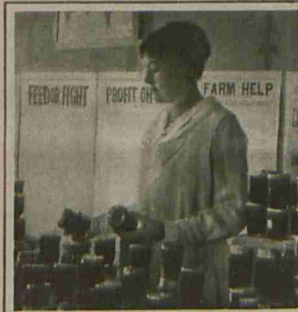


AS PRESIDENT of the Dairymen's League, R. D. Cooper, of Little Falls, New York, has led the milk makers in their fight for better prices.



Photo, by Victor Georg

E. P. HALL, of Illinois, makes a specialty of producing grand champion Aberdeen-Angus for the Chicago International. These are some of the 105 beef cattle he exhibited at the recent show.



Photo, from College of Agriculture, W. Va. University  
MISS SADIE R. GUSEMAN and her canning-club girls sent 2000 glasses of Christmas jelly to the boys in the West Virginia camps.



Photo, by H. A. Strahmeyer, Jr.

THE Japanese talking with Wayne Dinsmore, secretary of the Percheron Society, is Makoto Agata, who recently bought six Percherons for shipment to Japan. These are the first to be sent from this country to the Far East. The idea is to breed up the small Japanese horses to a size suitable for handling large implements.



Photo, from W. V. Weekley

DANIEL O'CONNELL LIVELY — he's all his name indicates — has put pigs into Oregon and Oregon farmers into clover. Texas sired him in 1868, and he has been farmer, cowboy, reporter, stockyards official, merchant and showman.



JOHN A. CAVANAGH, a Des Moines banker, farms something like 2000 acres of good Iowa cornland. A few years ago he was receiving only \$1.87 to \$2.50 an acre cash rent; then he put in tiles and put on fertilizers, and his gross revenue jumped to \$12.50 an acre. He has increased his farm earnings fourfold in seven years.

THE COUNTRY GENTLEMAN.

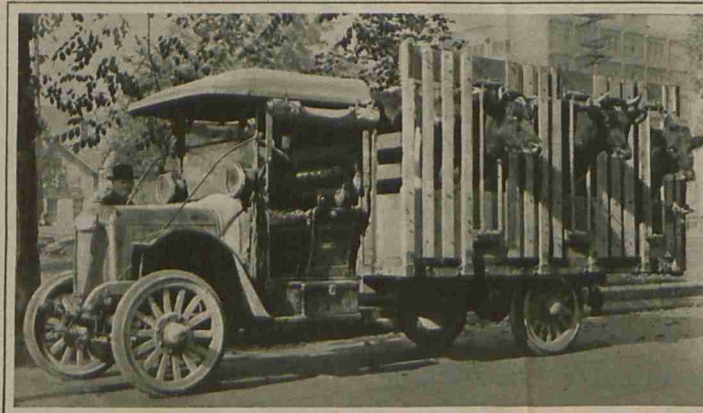


Photo, by S. R. Winters

C. R. HUDSON is state demonstration agent of North Carolina. Farm-born and self-educated, he taught agriculture for a time in Alabama before entering county-agent work. When he was made state agent the Tar Heel State had only eight county agents; now all but two of the hundred counties are so equipped.

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# OVER THE ROAD WITH ANY LOAD



With a suitable body, the truck is ideal for taking livestock to market.

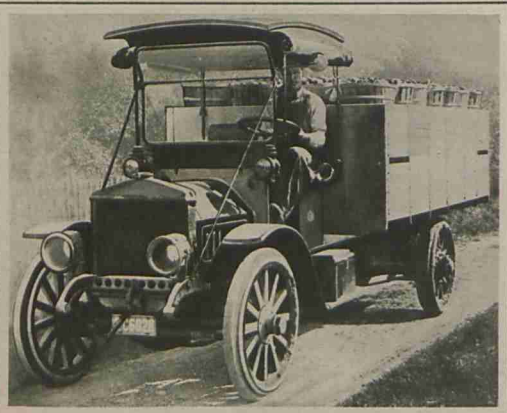


Photo. from Underwood & Underwood, N. Y.  
A ton-and-a-half truck hauling fruit from J. A. Graley & Son's, Michigan.



Photo. from Underwood & Underwood, N. Y.  
Eugene duPont moved a forty-foot tree forty-two miles.

**M**ORE and more farmers are using motor trucks for their hauling to and from town. Particularly in these days of freight delays the trucks are valuable to get products quickly to the city. And for special hauling, such as the case at the left, the over-the-road truck is invaluable. Mr. DuPont wanted this tree moved from Greenville, Delaware, to Chestnut Hill, Pennsylvania, but it could not be put on a freight car at reasonable cost so it was loaded on the truck. Tree, roots and earth attached to the roots weighed 10,470 pounds, but a five-ton truck took it without a quiver.

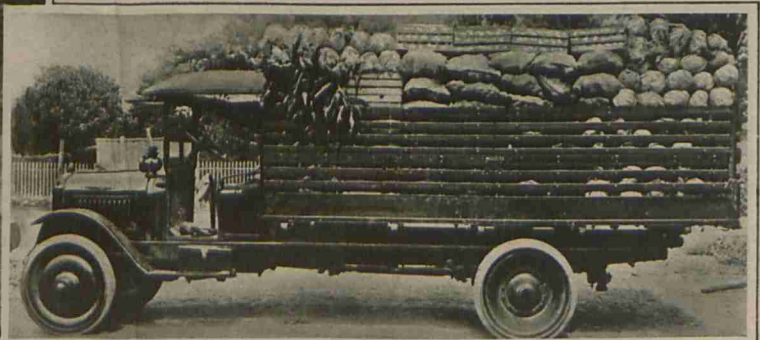


A big load of baled hay that is no task at all for the husky motor.



Photo. from Underwood & Underwood, N. Y.  
**H**AULING manure from city to farm with a motor truck. With a truck like this a farmer can haul anything that is not heavy enough to require a railroad car.

THE COUNTRY GENTLEMAN



**T**HE truck grower who does his hauling by motor truck can work cheaper land, farther from town, than the man who depends upon horses to get his stuff to the market. How many horses would be required to move such a load as this?

# Feeding for Winter Eggs

Get Profit by Forcing the Pullets

THE period of greatest egg production in the life of a hen that is fed and handled with the sole object of getting the largest possible yield of market eggs is the second six months of her life—between the day upon which she lays her first pullet egg, usually at the age of five and one-half to seven months, and the time she starts to molt the following summer. To make successful winter layers the early hatched pullets should begin laying by November first, when the price of new-laid eggs are high, and should continue to lay at the rate of forty to fifty eggs a day per hundred hens until February, and thereafter at the rate of sixty to seventy-five eggs a day per hundred hens until molting time.

A good depth of litter covering the floor will encourage the vigorous scratching necessary to replace the accustomed outdoor exercise. The active hen is most productive, and if the fowls are kept busy scratching for their grain the first few weeks they will begin laying sooner and will have little time to cultivate the unprofitable habits of egg eating and feather pulling. Wheat straw and shredded corn fodder are excellent litter materials.

In preparing nests and roosts bear in mind that the light breeds, such as Leghorns and Campines, require six to eight inches of roost space and nests twelve inches square, while heavier fowls, such as Plymouth Rocks and Wyandottes, need ten to twelve inches of roost space and nests fourteen inches square.

As eggs are about seventy per cent water, some arrangement should be made to supply the fowls with drinking water heated to a comfortable temperature. An ordinary two-part galvanized gallon fountain, filled with warm water and set upon a hot soapstone, will do this, or a larger fountain heated by a small lamp will solve the problem with a minimum of attention.

The greatest problem in producing winter eggs is at this profit this season lies in the poultryman's ability to select from the

available grains and feeds an economical ration that will stimulate laying. Following are the rations we have been using with very good success since September first, both in starting the pullets to lay and in maintaining production.

**Mash:** One hundred pounds bran, 200 middlings, 100 ground oats, 100 alfalfa meal, 100 beef scraps.

**Scratch grain:** Sixty pounds corn, 40 oats.

The mash is fed in open hoppers which are before the fowls the entire day. At ten A. M. a feed of moist mash is given—all the pullets will clean up in twenty minutes. Three times a week this wet feed is mixed with half its bulk of a cooked mixture of equal parts by measure of pumpkin, cull potatoes and whole oats. The wet mash is seasoned lightly with salt and red pepper, with a heaping teaspoon of dry ground mustard to each twenty-five fowls.

Cooked rations of this nature are giving fine success in starting pullets to lay. Cooking breaks up the bulky, fibrous feeds, which are now the cheapest and which form a high proportion of our ration, making them more nutritious and lessening the danger of indigestion.

At night, about an hour before the fowls go to roost, a heavy feeding of the scratch grain is given, at the rate of fourteen pounds to each 100 layers. Scratch grains are highest in price, so we feed only one meal of them a day and encourage the pullets to eat a greater quantity of the cheaper mash. Corn is the one grain we have found indispensable for maintaining health and egg production during cold weather, so our scratch mixture is three-fifths corn.

Small self-feeding hoppers hung upon the poultry-house walls contain the necessary grain, oyster shell and charcoal. Given comfortable quarters, layers will produce more eggs and with less feed if confined to the house continually throughout the winter than if allowed to run out in the snow and cold.

MAURICE H. DECKER.

## The Motor Truck's Next Task

(Concluded from Page 7)

hogs to market, a distance of fifty-two miles for the round trip.

"Fifty cents a mile," said the neighbor. That was Saturday evening.

"All right," said Mr. Merrick, "be on hand early Monday morning." The neighbor arrived early and the hogs were delivered before ten o'clock in Frankfort. In a half hour after they were sold the market broke twenty-five cents and the next day it went lower. He got \$15.75 a hundred, thanks to a quick trip to market by motor truck.

Another farmer, Paul Gable, who lives in Iowa, employed both a motor truck and a horse team to haul his hogs to market last spring, with gratifying results in favor of the truck. He found he was able to make four trips with the truck to be able to make the market broke twenty-five cents and the next day it went lower. He got \$15.75 a hundred, thanks to a quick trip to market by motor truck.

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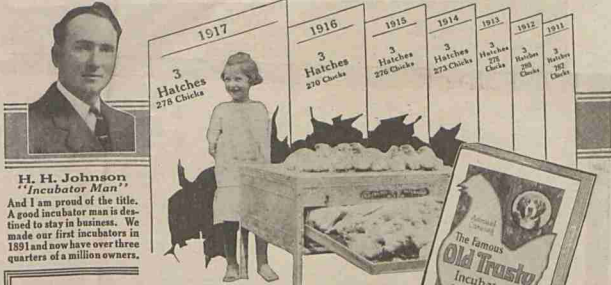
Another class of farmers that are alive to the benefits of truck transportation are the grain farmers of the West—those who live a long distance from market. They have been buying quite heavily during the past year, and in nearly every case they report satisfaction with their purchases. With grain at high prices and help scarce, they find it much cheaper to haul to market with a motor truck than with horses. They

are up against the labor problem out there even worse than the farmers of the more thickly settled sections of the country, and time is worth everything to them. They also have the advantage of a load back in most cases, because they live long distances from all markets and haul provisions for both themselves and their neighbors.

I want to say that in my opinion the next five years will see a great increase in truck sales in country districts. The first to be supplied will be the market gardeners; second, the dairymen; third, the livestock men; fourth, the grain raisers; and lastly, the general farmers. The sales of trucks will be greatest where the roads are best. Remember this, that the average country haul to market is almost ten miles, as shown by Government investigations, and that means only one load a day from farm to market. In these days of scarce labor and high prices of feed for horses, one trip a day is altogether too slow.

Here is another factor that a good many people might overlook: The farmer is, for the first time in history, getting a fair price for his products. He is not profiting; he is just making a fair profit on his investment. Heretofore he has always sold for the bare cost of production, sometimes for less and never for very much more. Now he is doing fairly well and he is going to continue to do well.

Food stuffs will never again reach the low levels we were accustomed to pay before the war. The result of greater prosperity for the farmers will be an awakening among the farming class. There will be bred up in this country a better, more progressive class of farmers. The farmer will no longer be a hick or a rube, but a man of affairs. He will be looked up to and respected as he is in every country in the world except in this country. Greater prosperity is going to make him want better things and more comforts than he ever even dreamed of possessing before, and he will not be content with the old mud roads.



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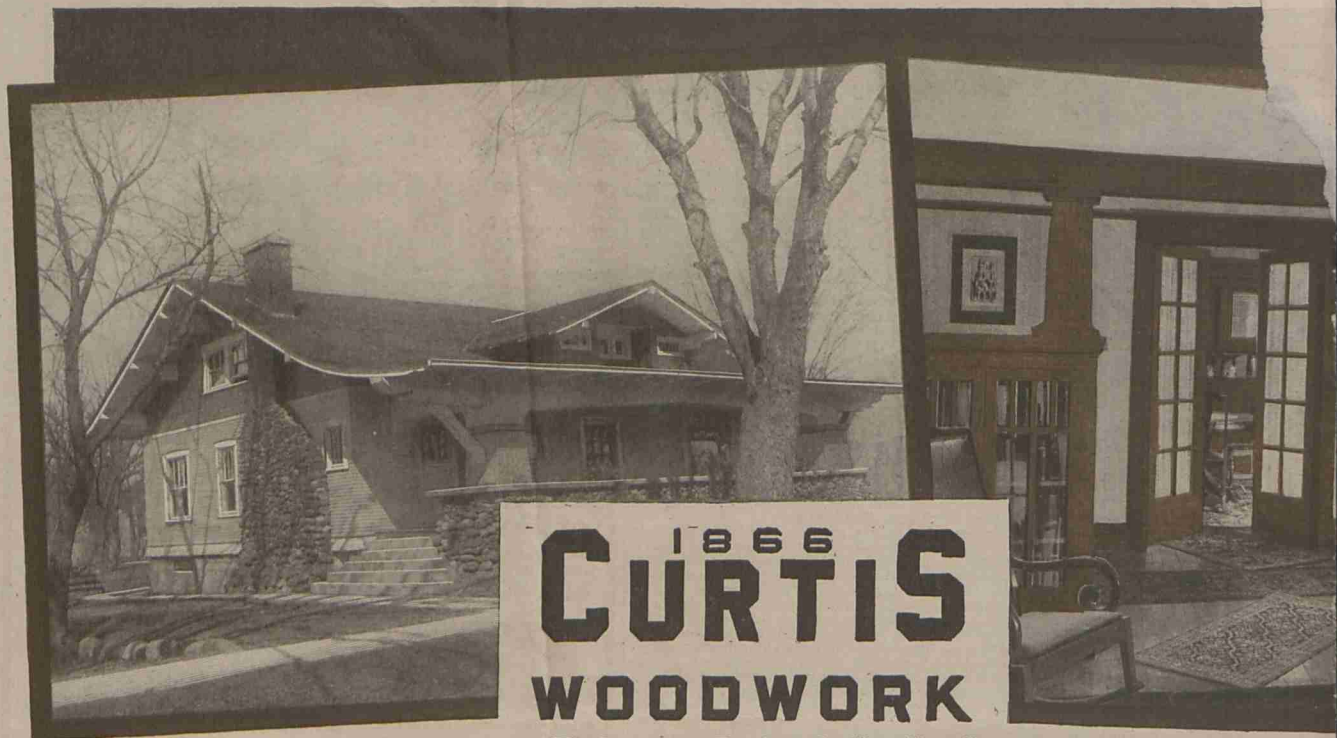
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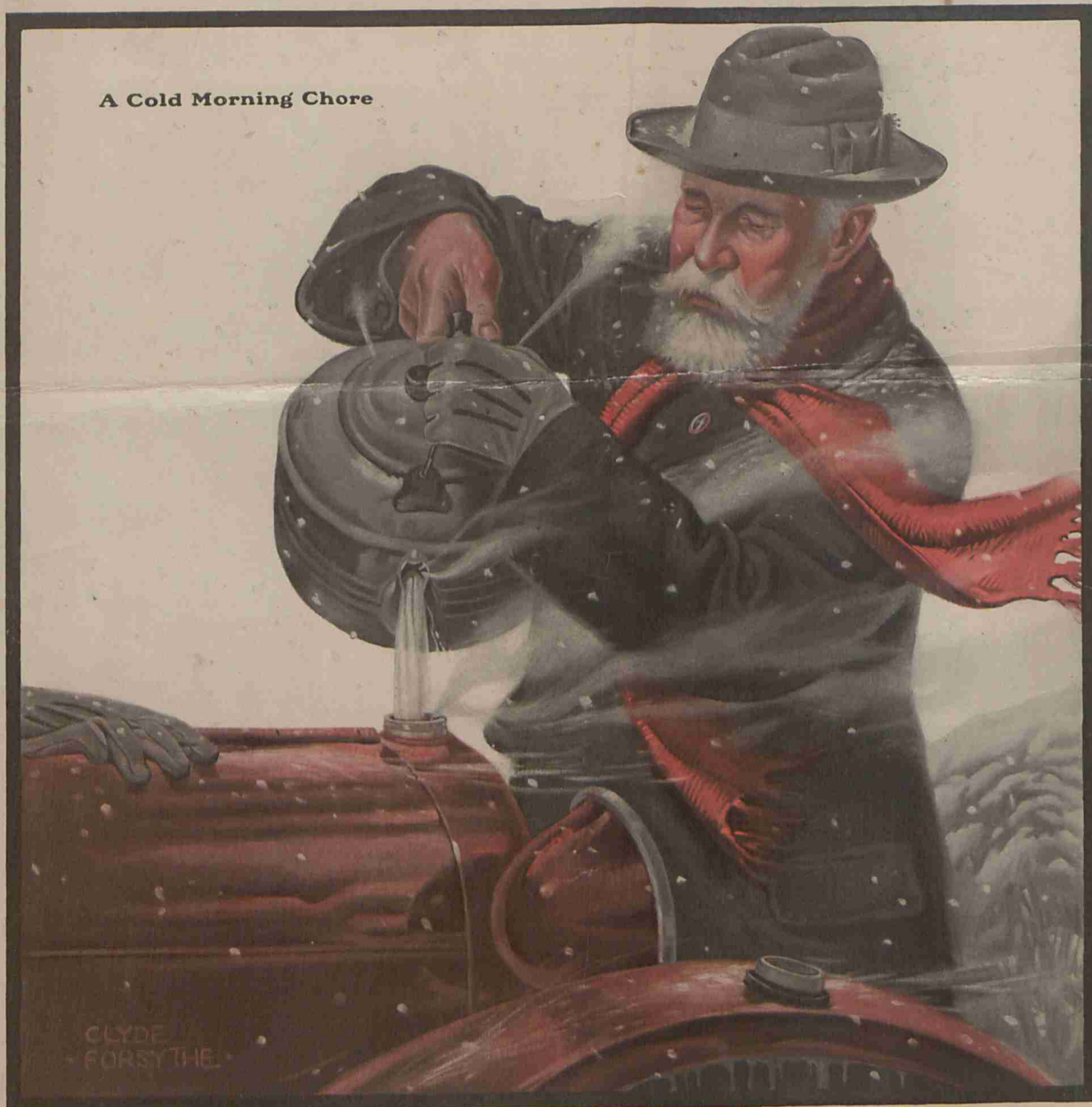
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A Cold Morning Chore



In This Issue—HOW TO BUY A FARM—By Harry R. O'Brien