

OF INTEREST TO FARMERS

SAVING LABOR IN HAYING
 In this age of labor-saving machinery on the farm, plus the need of keeping production costs at a minimum, alfalfa growers will do well to follow what is known as the Dain system of curing their hay crop. When compared to the older methods of raking and cocking, this system will, on an average, save 45 per cent of the labor of haying.

Briefly, the Dain system is this: When the hay is ready for harvest, the mower is started as usual, except that no hay is cut in the morning until the dew has dried off. This, in itself, expedites the curing process because it leaves a minimum of moisture to be dried out of the plant.

The side-delivery rake is started immediately following the mower. The interval between cutting and raking should never be more than three hours, and it is considered best—whenever tractor or team hitch will allow—to carry the rake in tandem behind the mower, thus completing the two operations at one time and by one man.

A left-hand side-delivery rake is preferable for the reason that its action is to put the hay into a windrow in such manner that most of the stems are exposed to the sun and air for drying, while the leafy parts of the plant are in the center and are not largely exposed.

Each day of the harvest the rake were made the day before—this is again used on the windrows that were made the day before—this time, giving the windrows a half turn, moving them closer together so that the loader may work at full capacity when the hauling stage is reached, and also hastening the curing process by exposing the under side to the sun.

In this turning operation, the rake is so driven that the left end just nicely catches the windrow and upsets it.

Curing may require two or three days, or longer, depending on the weather.

If it rains—well, let it rain. When it has dried off again, go out and turn the windrows with the rake. A western state college farm has put up alfalfa hay after it had gone through eight rains. When this hay came out of the barn in the spring, it was labeled as U. S. No. 2 grade by a federal inspector. It was No. 2 hay because it had, quite naturally, lost some of its desirable color—but the leaves were all there.

MARKETING SQUABS

A knowledge of market requirements is indispensable to success in squab raising, especially at the present time when the industry is facing a period of heavy production. First of all, squabs must be dressed at just the proper stage of development—that is, at four weeks of age. The big markets insist on light-colored squabs and, other things being equal, pay much more for them. Size has a direct bearing on price. The highest prices, of course, are paid for squabs weighing around 12 pounds to the dozen. Taking the New York market—the largest squab outlet in the country—as a criterion, the 11 and 12 pound sizes have averaged about 15 cents per pound more than the six or seven pound sizes, and 5 to 10 cents more than the 8 to 10 pound in recent years. The demand for small and dark squabs is steadily diminishing as they are being replaced by small rollers. Mixed weights seldom sell for as much as the same sizes would if graded. Usually such squabs have to be graded after arrival, which is the most expensive way—and the producer pays the bill anyhow. Practically all important buyers want a definite size and cannot use mixed sizes to good advantage. Western producers have been able to compete successfully in Eastern markets largely because of proper sizing and the use of convenient-sized packages. If the shipment is large enough to make it feasible, it should be graded for size. Not every poultry dealer is able to sell squabs successfully, so they should be consigned to a dealer who specializes in them. Dressed squabs can frequently be sold direct to hotels and resorts. Some growers may find this a more profitable outlet than the big city trade. There is a moderate demand for live squabs in the New York market and here size counts even more than with dressed squabs. During 1929 the average price of jumbo squabs was slightly more than twice that of ordinary squabs.

BEEF CALVES NEED CREEPS

Only a limited few of our baby-beef producers have come to realize the advantages of using a creep for their calves, especially at this season, when pastures are drying up in many regions. When pastures begin to dry up, cows fall off in their milk flow rapidly. Supplementary feeding at this time is especially desirable to retain the calf fat, which is soon lost if the cows go down in milk flow and the calves are getting no grain. We well know that it is much cheaper in producing baby beefs to hold the calf fat by proper feeding than it is to lose that fat and then later attempt to build it up. Successful flock owners long appreciated the advantages to be realized from creep feeding of lambs. Likewise many swine feeders have been using creeps for the small pigs—getting them started on a grain ration before the pigs are weaned. Baby-beef producers for some reason have not so widely adopted the use of creeps. The pure-bred beef men have taken advantage of this practice more than the men producing for the market. At no time will a pound of grain produce so high returns in terms of gains as it will when an animal is young. We need to adopt the use of creeps more widely if we are going to produce baby beefs most economically. For example, in our car-lot baby-beef contest, J. H. George, of Corning, Ia., marketed 15 head of Herefords at 15 months of

INBREEDING SQUASHS

The squash has always been considered a vegetable which is produced by cross-pollination; that is, it reproduces in the same general way as corn. Similar to corn, therefore, practically all the squash varieties were made up of a large number of variable strains. A variety, such as the Hubbard, is so variable that many growers do not know just what the type should be in this variety. One experiment station has produced some pure strains of Hubbard squash by 10 successive generations of inbreeding. The experimental work shows that continuous inbreeding in these strains of Hubbard squash has produced no ill effects in either the fruit or seed. This type of work opens the way to an important and interesting method of breeding squashes. It shows the possibility of obtaining pure varieties, keeping them pure and retaining any good characters that they may possess. It has been the general rule in cross-pollinated crops, such as corn, that they reduce greatly in vigor on being inbred. This is true in corn, clover, sorghum and other crops. On the other hand, it has been found that in timothy and, as mentioned above, in squash, that on being inbred, many lines do not lose their vigor and are as good as the parent material.

age averaging 1,117 pounds. They topped the market. The next year calves at 410 days of age averaged 869 pounds each. One of the secrets of this man's excellent record is the use of a creep for the calves where they could get grain at an early age.

SAVE ON FEED PURCHASES

The dairyman who exercises good judgment in buying feeds for his dairy herd can make a big savings. There are two directions in which savings may be made in feed purchases. One is in buying at the proper time of the year and the other is in buying in large quantities. In a study of the prices of feeds, as reported by the Bureau of Agricultural Economics of the United States Department of Agriculture, it was found that August and September were the two best months to buy mill feeds such as bran, linseed-oil meal and cottonseed meal. This study included the period, 1927 and 1928. In the above period, bran varied from \$23 a ton in August to \$31 a ton in May. Linseed-oil meal varied from \$46 in August and September to \$52 in December. In 1927, cottonseed meal varied from \$33 a ton in January to \$49 a ton in December. In 1928, cottonseed-meal prices varied from \$47 a ton in May. For farmers in the middle west, late summer and early fall have usually constituted the best time to buy the high-protein feeds which are needed to balance our farm feeds of corn, oats and barley. As an illustration of how buying in large quantities may effect prices, members of one of our ew-testing association last fall were paying \$36 a ton for bran; another member that bought in carload lots secured bran at \$26—a saving of \$10 a ton. A saving of over \$5 a ton was effected in linseed-oil meal purchases by the carload as compared with buying by the 100 pounds. An even greater saving was secured by buying cottonseed meal by the ton. In many of our some 100 ew-testing associations members buy carloads co-operatively at great savings, and they are also watching the feed market to buy at the most advantageous times.

BED HOG CARS WITH SAND

The shipping seasons are called cold, cool, warm and hot respectively. The shipping seasons are as follows: Cold, when the temperature is under 40 degrees. Cool, when the temperature is under 60 degrees. Warm, when the temperature is under 80 degrees. Hot, when the temperature is over 80 degrees. A thorough cleaning of the cars will cut warm weather losses very markedly and has comparatively little effect on cool and cold weather shipments. A western university reports a study in losses of hog shipped in cars with different types of bedding. Following is the record of dead hogs according to the bedding used: Sand-bedded cars averaged 1.05 dead hogs per thousand; cedar-bedded cars 1.82, dirt-bedded cars 2.03, old bedding or cars not cleaned 2.21, and no bedding 2.33. Hogs bedded with dirt soon wallow in mortarlike mud make a bad appearance, as they will be smeared all over with dried mud. When the temperature reaches 80 degrees or more the death loss is greatly increased if the hogs are fed in the car. Up to 75 degrees the loss does not seem to be affected by car-floor feeding. With hot weather car-fed hogs have an average death loss of 6 1/2 head per 1,000; and cars not floor fed, a loss of 3 1/4 head per 1,000. Corn Belt shippers do well to avoid car feeding from around May first to November first. The foregoing figures on bedding are the records for all kinds of weather—cold, cool, warm and hot seasons. There is a big advantage in bedding with sand during warm and hot weather. During such weather it is a good and common practice to sprinkle or wet the hogs in the car to cool them. Sprinkling the hogs makes the car floor wet and the hogs slip badly, except when bedded with sand. Slippery footing brings heavy loss in deaths and cripples.

PROFITABLE BY-PRODUCTS

The by-products of the apple orchard are annually receiving more attention from fruit growers, especially those selling at roadside or farm markets. They have learned how to market high-quality fresh cider. Along with the development of the cider business has come renewed interest in apple butter. Commercial preserving factories have so largely supplanted the old-fashioned methods of making apple butter on the farm that what was once an annual event, the same as butchering day, has become almost a lost art. The development of farm markets has, however, given the fruit grower an opportunity to dispose of some of the lower-grade apples in the form of apple butter. The methods of manipulation range all the way from the old-fashioned open-kettle hand-stirred process, with the resulting dark-colored butter, to miniature commercial factories. The methods used are less important than the time required and the resulting product. Comparatively simple equipment is required to make a butter of high quality and good color. The essential equipment in addition to the cider press is a steam boiler; a steam jacketed kettle, either copper or nickel; and of course a pazing machine and pulping device. The containers used depend upon local preferences, and a little experience is necessary to determine best methods of selling. Quality in apple butter is determined by the variety of apple used for the base, and the method of cooking. Preferences as to color and consistency vary in different sections. The various agricultural colleges are familiar with the formulas preferred in their states. In general, the butter made by using four gallons of cider, one bushel of apples and five to ten pounds of sugar, with a small quantity of spice added, has been satisfactory in this section.

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Innocent Victim of New York Gang War



"Lovely Sadie" Cammorata, 11, known as the prettiest Italian child in New York's "Little Italy," while playing in the street was shot through the head and killed almost instantly when gangsters opened a new gang war with automatic machine guns. (International Newsreel)

Joy Ride 'Neath Fleecy Clouds Ends in Gas Pits



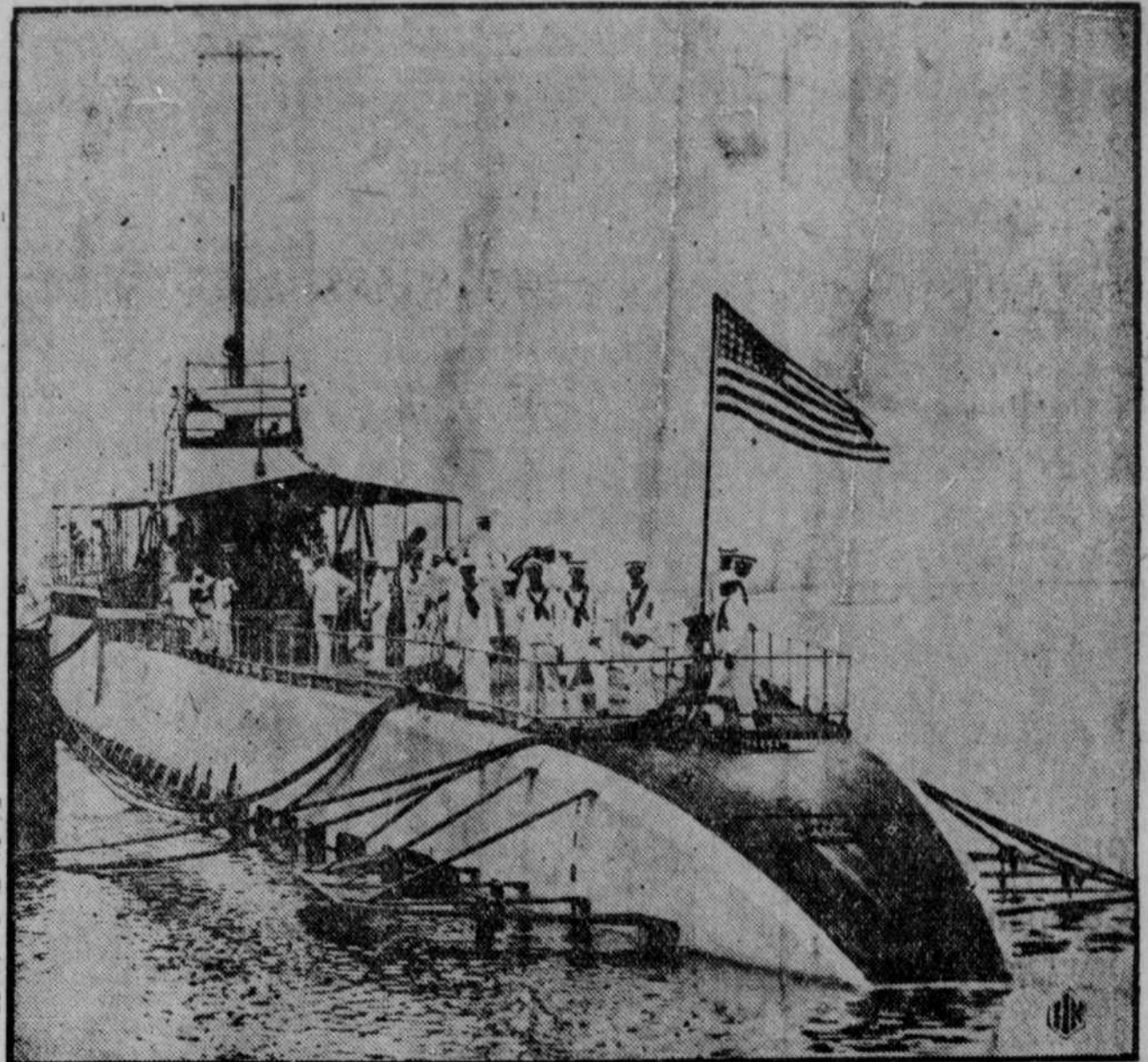
Taking a joy ride in an airplane at Chicago proved fatal to Mary Laws (upper) and Eugenia Laws (lower). The plane collided with a gas tank during the tour. (International Newsreel)

Kansas Tomato King Shows Fruits of Labor



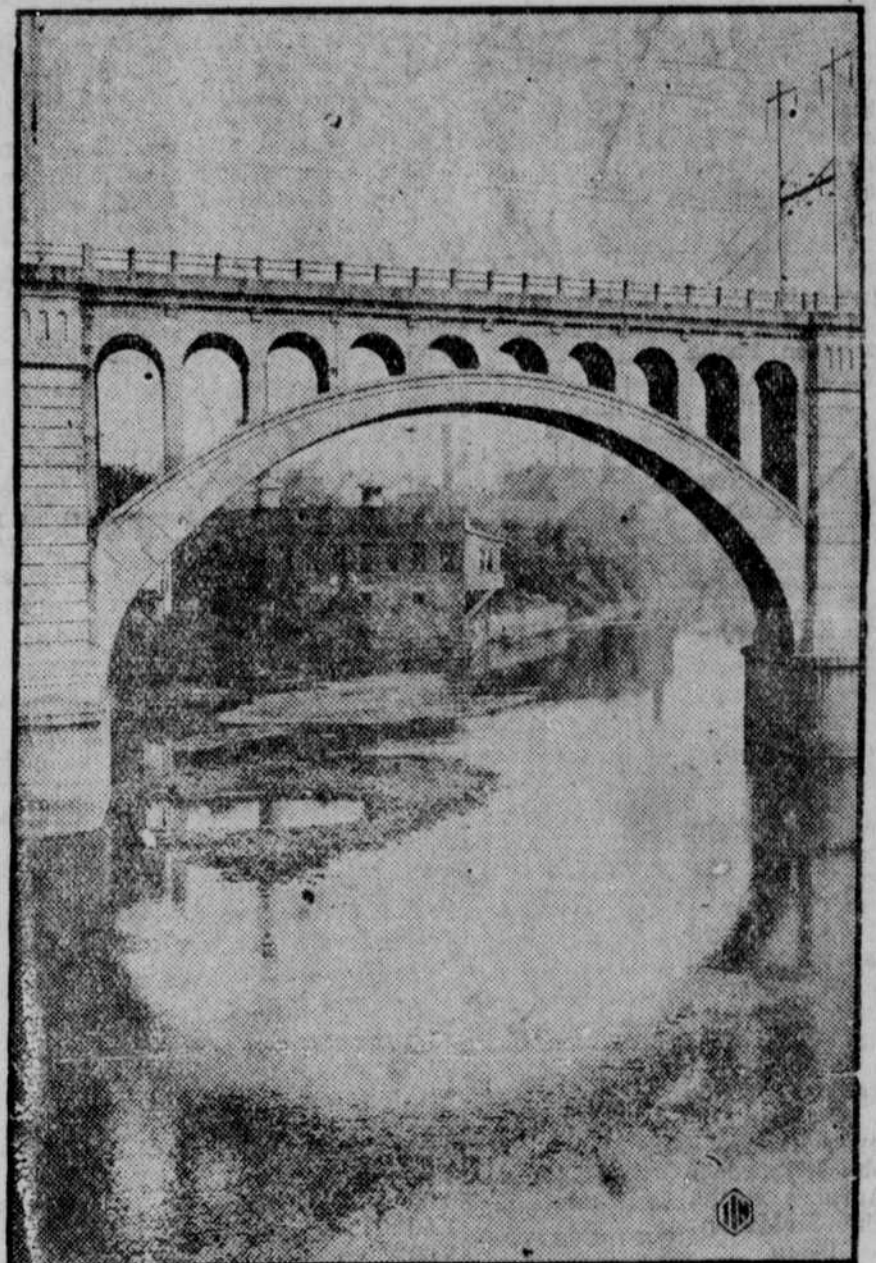
One of the wonders of the world are these tomatoes, grown by Walter King, of Kansas, better known as the Tomato King. Although a plumber by trade, King has been cultivating tomatoes in his back yard for more than five years, with such results as to astonish incredulous visitors. (International Newsreel)

Pride of Uncle Sam's Under Water Fleet



The model V-5 submarine recently added to Uncle Sam's fleet as it appeared at Annapolis where final preparations are being made for her inaugural cruise to South America. This biggest submarine in the American navy is 371 feet long, has a beam of 35 feet and draws 16 feet of water. The V-5 will receive her official navy tests in October. (International Newsreel)

Drought Marks Quaker City



A view of the Green Lane Bridge, Philadelphia, Pa., over the Schuylkill River, showing how low the water has sunk during the present drought. The bed of the river is shown, above water, for the first time since the bridge was built in 1818. Water has ceased to pour over the Fairmount Park Dam, thus giving grave apprehension to residents of this city, who now fear a shortage of water. (International Newsreel)

Widow of Liner Captain Claims Estate Robbed



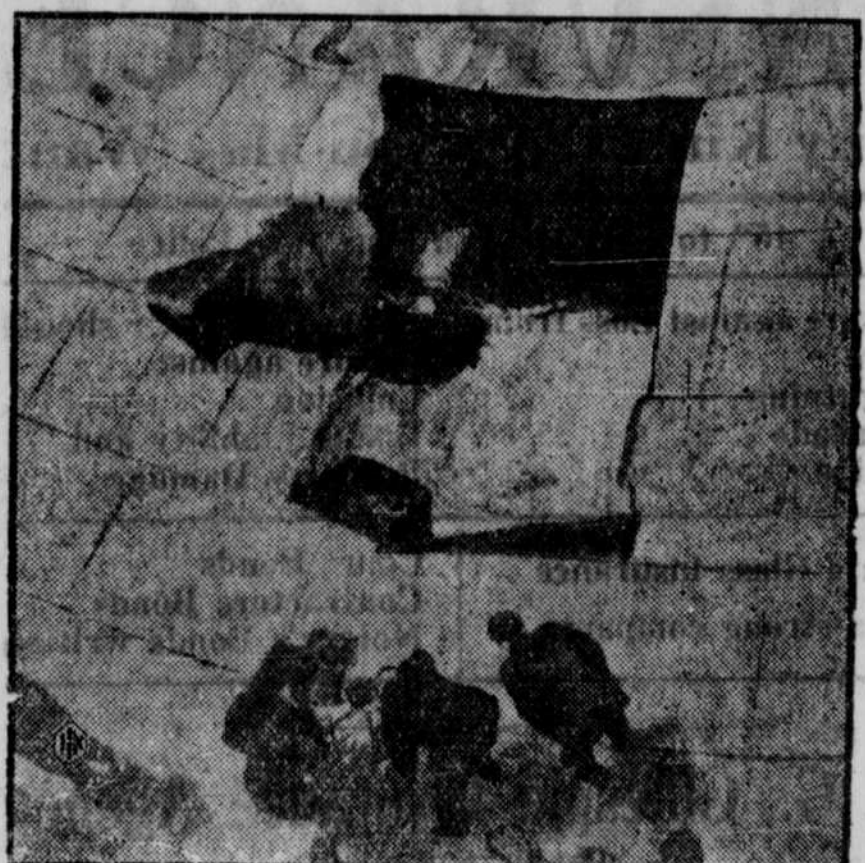
Mrs. John Rind, widow of Captain William Rind of the President Harding of the U. S. lines, charges that more than \$100,000 was stolen from her estate. The missing valuables included the captain's watch, her jewelry, \$500 in cash and stocks and bonds valued at \$100,000. (International Newsreel)

British Peer Seeks Liquor Substitute



The venerable Viscount d'Abernon, chairman of the wartime Liquor Control Board, has startled liquor interests by declaring that the world greatly needs a substitute for alcohol as a beverage. "Alcohol does badly what it sets out to do," is the explanation given by Lord d'Abernon of his stand. (International Newsreel)

Joy Ride Ends in Gas Pits



Falls into gaseous pit! Photo shows top of huge gas tank at Chicago, Ill., after an airplane, struck by lightning, fell in flames and crashed through the heavy steel plates of the tank. Firemen are shown preparing grappling hooks to drag the bottom of the black cavern containing forty feet of water in an effort to extricate the plane and the bodies of those killed in the wild plunge. (International Newsreel)