

HERE ARE SOME

CORN STATISTICS

THAT ARE SURPRISING

Nebraska is the third largest corn-producing state in the Union, although a large area of her acreage is not suited to corn-growing because of the high altitude. Corn is essentially a hot weather plant. But from an average of 6,000,000 acres during the past ten years Nebraska has harvested an annual average crop of corn amounting to upwards of 200,000,000 bushels.

During the decade 1900-1910 the fertile corn fields of Nebraska yielded two billion, one hundred forty-six millions, eight hundred thirty-four thousand, six hundred eighty-six bushels of corn—2,146,834,686. This is about the average annual yield of the entire corn acreage of the United States. In other words, every decade Nebraska produces as much corn as the entire United States produce in any one year. Or again, the 6,000,000 acres of corn land in Nebraska annually produced approximately one-tenth of all the corn raised in the United States.

If the corn produced in Nebraska during the decade ending December 31, 1910, was loaded into standard freight cars, 1,200 bushels to the car, it would make a freight train 13,553 miles long—more than one-half the circumference of the globe. Divided into trains of 75 cars each it would require 23,854 locomotives to furnish the motive power. There are not freight engines enough in the United States to move such a tonnage.

There are six trunk lines of railroad connecting Omaha, Nebraska, and Chicago. The distance between the two cities is 500 miles. Two of these trunk lines are double-tracked, making in fact eight lines between the two cities, or 4,000 miles of track. Nebraska's corn crop for the last decade would fill the entire mileage between Chicago and Omaha three times over, and there would be enough cars left to fill more than 1,500 miles of side track.

And despite these stupendous figures Nebraska has as yet but touched upon her possibilities as a corn-producing state. With six millions acres devoted to corn raising, there are six million acres of equally good corn land in the state that has never been touched by a plow. Measured by productivity, nearness to market and social surroundings, it is the cheapest land in the world today. Nebraska offers to the homeseeker more and better opportunities than any other state.

THE POULTRY INDUSTRY.

In 1910 the surplus shipments of live poultry from railroad stations in Nebraska amounted to 22,498,821 pounds, worth at the initial point \$2,020,893. The shipments of dressed poultry amounted to 5,557,105 pounds, worth at the initial point \$833,565. All this, after mar-

keting \$18,000,000 worth of eggs and leaving 1,200,000 hens and roosters upon the farms to bring about another year's output of poultry products.

The egg and poultry product of Nebraska in 1910 was worth upwards of \$21,000,000—just a little by product of farms that produced upward of \$400,000,000 worth of grains and grasses and tubers, not mentioning the \$200,000,000 worth of live stock raised and shipped to market.

THE INDUSTRIOUS

NEBRASKA HENS

AND THEIR ANNUAL OUTPUT

In the good year of 1910 the Biddy Hens of Nebraska produced 102,000,000 dozen eggs. One billion, two hundred twenty-four million eggs. The average market price of eggs the year 'round is about 15 cents. The 1910 egg crop of Nebraska was worth more than \$18,000,000.

Nebraska's 1910 egg crop was worth as much as Alaska's 1910 output of gold, and more than the gold output of any state or territory with one exception. This one year's output of Nebraska hens was worth two-thirds as much as the total silver product of the United States and Alaska for the same year. Kentucky is the greatest tobacco producing state. Her tobacco crop each year is not worth as much as Nebraska's egg crop each year. The annual egg crop of Nebraska is worth one-fourth as much as the nation's tobacco crop.

Placed end to end in single line, the eggs laid by Nebraska hens in 1910 would reach one and a half times around the globe.

The 1910 egg crop of Nebraska would fill 3,400,000 cases. There are 400 cases to the carload. It would require 8,500 standard freight cars to transport this egg crop to market, making a train upwards of 155 miles long.

Outside of cereals and cotton, no state in the Union produces a single crop equal in value to the egg output of Nebraska.

Some eggs, worth some money! Yes, yet, after all, the egg crop of Nebraska is merely a by-product of the Nebraska farm, and represents less than one-third of the value of Nebraska's annual dairy and poultry output.

RATHER UNIQUE.

Nebraska's junior United States senator, Gilbert M. Hitchcock of Omaha, is the youngest grandfather in the United States senate. He is the only native-born senator representing a state admitted to the Union less than fifty years ago. He is perhaps the only senator who lives in the house in which he was born. He is the only democratic senator representing a state which was formerly represented in the same body by a republican father.

WHILE TALKING

ABOUT ALFALFA

HERE ARE SOME FIGURES

Twenty years ago alfalfa was an experimental crop in the United States. Outside of a few remote places in the southwest it was practically unknown. Today it is recognized as one of the great crops of the west and southwest, and in some places is called "the mortgage lifter."

Twenty years ago Nebraska's alfalfa crop was a negligible quantity—too small in value to be included in the statistics. In 1910 the alfalfa crop of Nebraska was worth \$28,255,000.

In 1890 the acreage of alfalfa was confined to a few small experimental fields in the southwestern part of the state. In 1910 the acreage amounted to 701,435. From each acre was harvested an average of 3.09 tons, a total tonnage for the state in that year of 1,883,681. Loaded into standard freight cars, baled, ten tons to the car, it would require 188,368 cars to transport to market a year's output of the alfalfa fields of Nebraska. This would make a freight train 1,234 miles long, a distance equal to that between Boston, Mass., and Jacksonville, Florida, by the most direct line of railroad. Such a train would reach almost one-half the distance across the United States at its widest point.

There is not a railroad system in the United States with one-half enough cars suitable for the task of hauling such an enormous tonnage.

The yearly output of Nebraska's alfalfa fields is worth more than the yearly output of the tobacco fields of any two states in the Union—any three states, excluding Kentucky. And the acreage and production of alfalfa in Nebraska is increasing at a wonderful rate. The increase in acreage in 1910 over 1909 was approximately 10 per cent. Inside of the next decade Nebraska will be raising alfalfa on 1,500,000 acres, and the annual crop will be worth upwards of \$50,000,000. Now would be a good time to secure some of this available alfalfa land. It will never again be as cheap as it is in this year of 1911.

A PROOF OF HER YOUTH.

That Nebraska is a youthful state is evidenced by the fact that one of the men who located the state capital in Lincoln is still a resident of Lincoln, hale and hearty and active in business. His name is Thomas Kennard, and he is a member of the Lincoln park commission. Nebraska is one vast health resort, thank you!

The Ad Clubs of Lincoln and Omaha are going to make staid old Boston sit up and take notice next week. And Will Maupin's Weekly for next week will make the down easterns sit up and take notice.