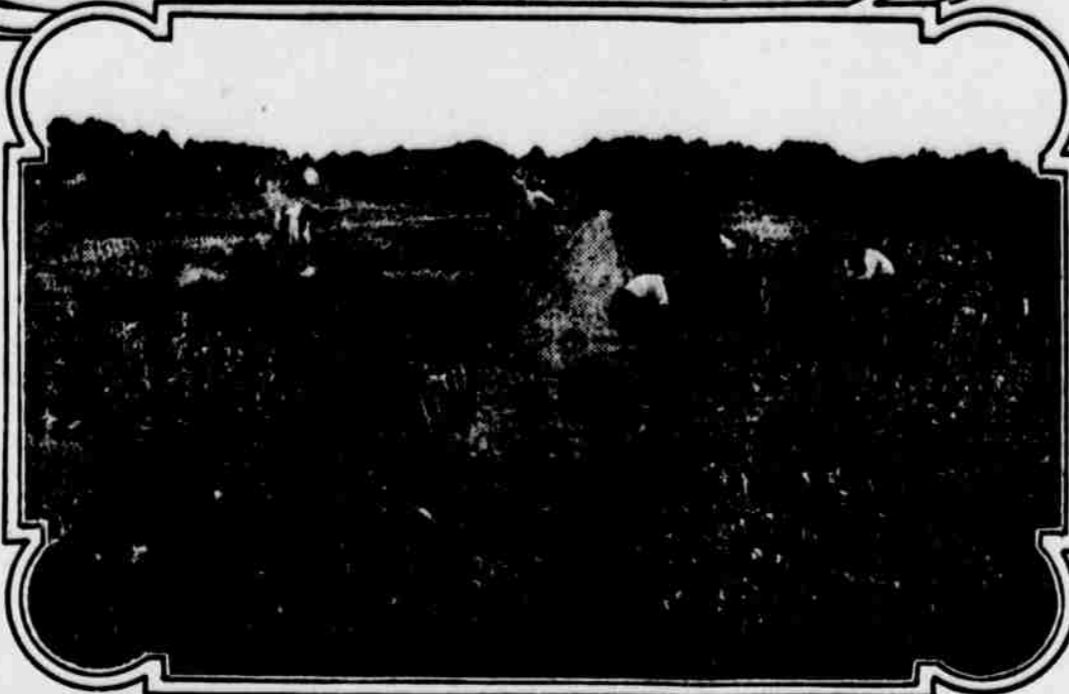


# MODERN METHODS OF TRUCK GARDENING



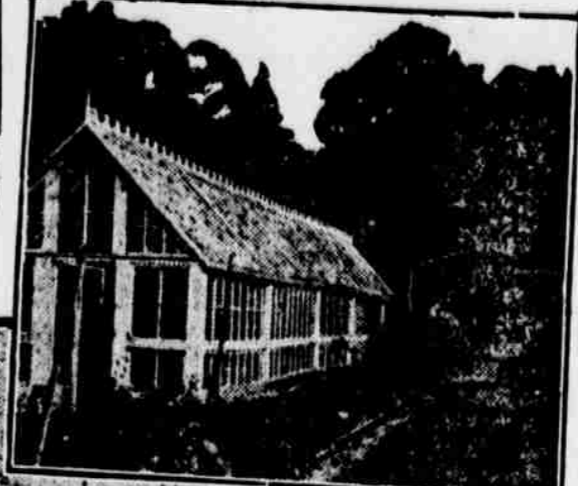
THE summer of 1911 is likely to be long remembered in many agricultural communities in the United States as a season of unusually high temperatures and scanty rainfall. The disadvantages of such weather conditions bore most heavily, however, upon a large proportion of the people engaged in truck gardening. More seasonable temperatures and the life-giving rain appeared in time to save the staple crops in most districts, but too late, unfortunately, to mend matters completely for the truck gardeners. Some of the truckers escaped a curtailment of income, but it was only because their holdings were favorably situated or because they had their private systems for irrigating. To the man who, thanks to such facilities, was able to raise half a crop or better the high prices that ruled for such products offered ample compensation for the smaller yield. Unfavorable conditions such as have recently prevailed doubtless cause more consternation in



ON A MODERN TRUCK FARM



AN OLD TIMER IN THE TRUCKING-INDUSTRY



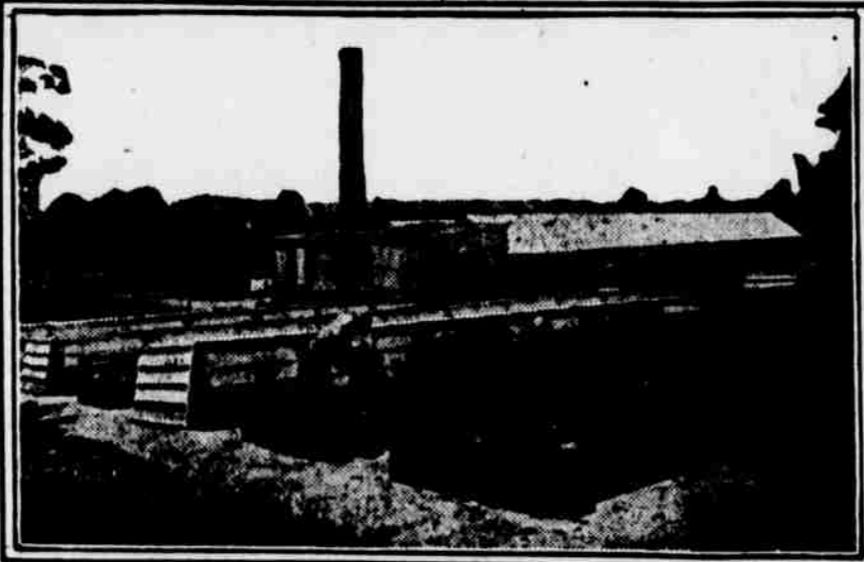
A SMALL GREEN-HOUSE OR FORCING HOUSE



CULTIVATION UNDER SHADE ON AN AMERICAN FARM



TYPICAL SCENE AT A PRODUCE WHARF



PLAN FOR STARTING VEGETABLES

the trucking industry than in any other branch of soil tilling. The fruit grower who has had any experience comes to expect the inevitable "bad years" and to view them with some complacency, and even the grain grower does not look for the same ratio of profit from every harvest. However, the truckers, particularly those operating small farms or "patches," are wont to count upon each year's productiveness at a maximum and are correspondingly disappointed when nature does not arrange things to their liking.

One explanation, too, of the emphatic complaints that are heard with reference to trucking conditions in an unfavorable year is found in the number of newcomers in the field—men and women who prior to their present venture had never had experience in farming of any kind. The tales told in recent years of the profits and delights of trucking, the ease with which the products can be disposed of, and the comparatively small outlay required for a five or ten-acre "intensive farm," have combined to lure into the field many people who, woe to them, had no fund of experience to draw upon. Particularly has this been the case near our large cities where many small truck farms have been started by city folk, either as the "side line" of some city occupation or with a view to obtaining an anchorage that would later permit migration to the country.

As in poultry raising and other supposedly "get rich quick" vocations there have been a number of more or less bitter disillusionments of late years in the field of trucking, but, by and large, the industry has developed tremendously. It has come to be appreciated by many of the uninitiated that in truck gardening no more than in any other field can rewards be obtained without hard work and that here, as elsewhere, some experience is necessary and that a man must expect to pay for such experience if he has not acquired it at the expense of somebody else before he struck out for himself. Moreover, the up-to-date trucker has come to realize that he must devise means to circumvent nature when she frowns just as the fruit growers have discovered expedients for dodging frosts and other menaces.

One truth that is happily being brought home to many people engaged in or contemplating trucking is that a little capital is of immense advantage just as it is in every other walk of life. To be sure, the trucker who leases his holdings or buys "on time" at favorable terms can set up in business for a surprisingly small cash capital and it is this possibility which has attracted to the field so many men with very small bank accounts and women suddenly thrown on their own resources. At the same time the new entrant who starts with a "nest egg" has a tremendous advantage and, for one thing, he will not be nearly so much at the mercy of the whims of nature as his fellow trucker who has none of the modern aids now considered essential to successful trucking.

The trucker with capital has, it goes without saying, a full complement of the tools and equipment which, in trucking as in more extensive forms of farming, save time and labor

—an especial consideration if a man is attempting to operate a truck patch single-handed. More important yet, the trucker who is able to lay out some money on his property will have some sort of a drainage and irrigating system which will carry off surplus water in the case of torrential showers and will, on the other hand, enable him to "water his gardens" when a rain famine comes. He will have more or less pretentious green houses that will enable him to raise early vegetables and to give his garden stuff an early start under glass. And he may even have facilities for raising some products in shade or partial shade. And so there might be continued almost indefinitely the enumeration of the innovations that have bettered modern trucking conditions, all the way up to the facilities on those large truck farms where we find miniature or narrow gauge railways traversing the trucking area and affording the means of transferring the vegetables, berries, etc., in one handling from the pickers to the boats or railroad cars that are to convey them to market.

A notable characteristic of modern methods of trucking is the extent to which specialization is being practiced. We still have, of course, farms by the thousand where everything from onions to pumpkins are raised, but we also find, to an increasing extent, progressive men who are devoting their whole investment and energy to one product and endeavoring to secure that extra quality which specialization produces and which always means higher prices when the ultimate consumers learn of its presence. This explains the "lettuce farms" where nothing but lettuce is cultivated and the "celery farms" in Michigan and elsewhere that concentrate on this capricious product and the "watermelon patches" of the south—and so on through a long list.

As a sequel to this era of specialization has come the practice of many truckers to dispose of their products direct to the consumers. Of course this means added profits, for not only does it cut out the middleman's margin but in many instances the trucker finds discriminating city folks willing to pay him more than the prevailing retail price in order to obtain products of exceptional quality and which they can depend upon being fresh. Some truckers

these fashionable hotels do not demand "cut rates" because they buy in quantity. They are so glad to be assured of dependable vegetables of the highest grade that they pay as much as the same stuff would bring at retail in the same city.

An interesting "side line" that has developed in connection with twentieth century trucking is the canning and preserving industry. We see this tendency exemplified in two ways. First, there is a disposition on the part of the big canning firms that "put up" tomatoes, corn, etc., to raise their own vegetables and in not a few instances in late years the canning factories have been moved "to the fields" to be near the source of supply. Secondly, and more significant, is the disposition of truckers to put up in glass or tin their surplus products and to market them direct. The farmer's wife and daughters, from time out of mind, have been stocking the home larder for winter use in this manner, but latterly they have taken to pickling and preserving for the great outside public as well. In many instances where the responsibilities have become too much for the women folk on the truck farm outside help is called in—school girls eager to earn vacation money; summer boarders who are willing thus to pay their way; and factory folk from the neighboring towns who are out of work temporarily, owing to the summer "shut downs."

Time was when the average farmer's wife was wont to declare that it did not pay to can or preserve for the market, however much pride she might take in such work for the household and however much gratification she might feel when her jams and stewed fruits took the prizes at the county fair. All this stigma of unprofitableness has passed, however. When the public will pay twenty to thirty-five cents for a small glass of jelly and as high as one dollar for a quart jar of preserved fruit it is no use to talk about it being a thankless job even though it be a hot task on a summer day. The truckers have discovered that the public will always pay good and even fancy prices for these "by-products" if they can have the assurance that they are getting pure products of superior quality put up without the use of injurious preservatives in the sanitary surroundings of a respectable

home. Furthermore, the country folk who go in for home preserving on a large or small scale will find that a considerable portion of the buying public will give up more than a proportionately increased price if the products are put up in glass jars, or bottles, instead of in tin cans. Of the modern methods of trucking which are yet open to improvement mention may be made of the methods of storing for the late winter trade. For instance it seems to be generally admitted that the methods now in vogue for keeping celery are defective for commercial purposes. Truckers are working to solve the problem, however, and ultimately will succeed. So, likewise, they are striving for economies in other directions. For example, means have lately been discovered for utilizing the greenhouses or forcing houses for vegetable raising all through the summer instead of allowing them to stand idle throughout the interval. Some crops are found to do better under glass even in midsummer. Finally it may be noted that even the potato has taken standing as a truck crop in late years and thousands of acres are annually planted in early varieties of potatoes which are harvested as soon as they attain suitable size and rushed to market.

## GARDEN TROUBLES

This is the season when gardens grow. Gentle reader, have you a garden? No? Oh, you live in a city flat where there wouldn't be room to stand a garden up edgewise? Well, move out of it right now and go where you can have a garden. If you can't have one any other way, make one. Everybody makes garden in the spring. That is why there is such a demand in the spring for medicine that will correct bad blood. Nobody ever planted bad blood in his garden, but before the novice is done with it he will discover that bad blood is about the most successful crop he can raise. If nature attended to her business instead of hanging around waiting for the man to do most everything himself, gardening would be more attractive and popular. But nature simply will not do a lick until a person gets the ground ready and lays it off in plots and drills and rows and beds and things and buys the seeds and plants them.

After all that has been accomplished at great labor and expense nature takes hold and shoves the sprouts up out of the soil; but no more, for when the plants have got a start once they will grow themselves. But they won't take care of themselves, and nature doesn't, so the man is compelled to look after them. He has to look after them all the time, too, because if he isn't there to work just as hard from then to the finish, as he did from the beginning to then, the kind of a garden he will have will cause his wife and children to giggle at him and prompt his neighbors to give him the horse ha-ha. Besides, there are the weeds and the bugs and the rain and the drought and the chickens and the dogs and the cats and the pigs and the boll weevil and the pip and the scale and the codling moth, and like as not somebody leaves the gate open and the cows get in and— Well, by thunder! it's no wonder all our troubles get their start in a garden.—William J. Lampton, in Judge.

## DUST BY THE WAYSIDE.

The man that holds the dollar until the eagle squeals is never arrested for disturbing the peace.

Many a man gets safe in office, then slams the door and builds a fire under the voters when they try to slide down the chimney.

After the office seeks the man it sometimes wonders why it went so far for so little.

Wisdom doesn't remain long enough in one place for people to get well acquainted with it.—Atlanta Constitution.

## GREAT BELLS OF THE WORLD

Tsar Kolokol the Largest, but "Liberty Bell" is Dearest to Hearts of Americans.

Philadelphia.—In the great drama of history bells have played a very prominent role. The bell most historical and most dear to all Americans is the "Liberty Bell" now in Philadelphia. The other nations of the world have bells as famous and dear to them in historic memory as our "Liberty Bell."

In Belfast, Ireland, there is a bell reputed to be 1,352 years old. It is said that the bell was bequeathed to a church in that city by St. Patrick. It is carefully preserved and ornamente



World's Largest Bell.

mented with precious stones and filigree of gold and silver.

The largest bell in the world is known as the Tsar Kolokol. There is an interesting history surrounding it. When it had been cast, attempt was made to hang it so that it might be rung, but, by an unhappy chance, it broke from its supports and fell to the ground, wherein it made a great hole into which it sank and lay for many years. Finally, after more than a hundred years of oblivion, it was raised and placed in a public square in Moscow, where it now stands. This bell weighs more than 440,000 pounds, and is more than 19 feet in height and 60 feet in circumference.

There is a bell in northern China which has been ringing without intermission for 100 years. The natives believe that at every stroke of the bell a devil is exorcised from their midst. A special tax has been levied to support those who make a business of ringing this bell. It is rung by a system of relay teams that keep replacing one another.

The history of bells is very interesting. They are usually connected with important periods in a nation's existence. They have inspired much of the world's best poetry. One of the most harmonic lyrics, "The Bells," by Edgar Allan Poe, was inspired by the ringing of church bells near his home. Father Prout's beautiful lyric, "The Bells of Shandon," was inspired by the bells near Cork, Ireland. Bells that ring at scheduled periods in certain communities become, as it were, a living part of the community.

## TO MEMORY OF CLEVELAND

Native Town is to Build \$50,000 Memorial Despite Disparagement of Gossip.

Caldwell, N. J.—The proposition of influential citizens to erect a memorial to Grover Cleveland in Caldwell, his birthplace, by expending \$5,000 of the municipal fund, and \$45,000 to be collected elsewhere, promises to be a success, since Mrs. Cleveland has come forward with the assurance that recent gossip to the effect that the



Grover Cleveland's Birthplace.

late president despised his native city is absolutely untrue.

Mrs. Cleveland wrote to the friends of the memorial project assuring them that her husband always spoke kindly of Caldwell, and her declaration is supported by a letter Mr. Cleveland wrote several years ago in which he referred to the town as a place dear to him.

Governor Woodrow Wilson has given his indorsement to the project.

White Girl Marries Negro. Chicago.—Mrs. Mabel Arantz, 16 years old, white, was forcibly separated from Robert Arantz, 19 years old, a negro, to whom she was married, after they had eloped from Omaha, Neb. Arantz is under arrest and the girl, who clung to the colored youth's arm when he was being led to a cell, was sent to the police station annex.

Dear Feeds With Cows. Plymouth, N. H.—When Charles S. Milligan, a milk dealer, went for his cows he was surprised at seeing a young deer feeding with his herd near the pasture bars. The deer followed the herd to the barn, remaining there for two hours and eating hay.