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Scientific Farming

THE "LAND POOR" FARMER.
Farms Are Often Either Too Small or Too Large For Success.
 (From "Unprofitable Acres" by J. C. McDowell, United States department of agriculture 1916 year book.)
 The size of the business often has much to do toward making the farm profitable. Department of agriculture farm management records show that farms are often either too small or too large for the most successful farming. There may be too few as well as too many acres. A man may not have enough land or he may be "land poor," thereby rendering all his acres unprofitable.
 A Wisconsin farmer with a large family was deeply in debt. His farm consisted of 120 acres, half of which was under the plow. The remainder was woodland and expensive to clear. For twelve years the farmer had not been quite able to meet his interest. To him the whole farm consisted of unprofitable acres. He finally decided that the farm was too small for the most efficient use of the labor available. Having an opportunity, he bought an adjoining eighty acres of

BITS OF FARM WISDOM.

To prevent your apples and grapes from rotting spray them with bordeaux mixture.
 Do not fail to set a few rows of late tomatoes. If gathered just before frost and wrapped in paper the green fruit will keep until Christmas or later and ripen well.
 If cauliflower is to thrive it must be planted on moist, well drained, fertile soil.
 In the case of young fruit trees planted about the home grounds, where they cannot be cultivated, keep the soil stirred about them with a hoe or place

around them a heavy mulch of straw or stable manure.
 Hoe the weeds out of the corner of the garden before they develop seed, and you will lessen the number of weeds that will come up next year.
 Learn to know our ladybug friends and give them a chance to multiply as much as possible. There are a number of varieties of ladybugs, and all of them make war on other harmful bugs, particularly plant lice of various kinds.
Long Winded Discussion.
 "Pa, what is meant by filibustering?"
 "Talking against time, my son."
 "Do you ever filibuster, pa?"
 "No, my boy. With the exception of that imposed by physical exhaustion, there is no limit to the debates in this particular house."—Birmingham Age Herald

RAILROAD WAGES

Shall they be determined by Industrial Warfare or Federal Inquiry?

To the American Public:

Do you believe in arbitration or industrial warfare?
 The train employes on all the railroads are voting whether they will give their leaders authority to tie up the commerce of the country to enforce their demands for a 100 million dollar wage increase.
 The railroads are in the public service—your service. This army of employes is in the public service—your service.
 You pay for rail transportation 3 billion dollars a year, and 44 cents out of every dollar from you goes to the employes.

On all the Western railroads in 1915, seventy-five per cent of the train employes earned these wages (lowest, highest and average of all) as shown by the pay rolls—

	Passenger		Freight		Yard	
	Range	Average	Range	Average	Range	Average
Engineers	\$1747 3094	\$2195	\$1537 3076	\$2071	\$1056 2445	\$1378
Conductors	1543 2789	1878	1454 2933	1935	1151 2045	1355
Firemen	0.3 2078	1317	751 2059	1181	418 1552	973
Brakemen	854 1719	967	874 1961	1135	862 1821	1107

The average yearly wage payments to all Western train employes (including those who worked only part of the year) as shown by the 1915 payrolls were—

	Passenger	Freight	Yard
Engineers	\$2038	\$1737	\$1218
Conductors	1772	1624	1292
Firemen	1218	973	832
Brakemen	921	1000	1026

A 100 million dollar wage increase for men in freight and yard service (less than one-fifth of all employes) is equal to a 5 per cent advance in all freight rates.
 The managers of the railroads, as trustees for the public, have no right to place this burden on the cost of transportation to you without a clear mandate from a public tribunal speaking for you.

The railroads have proposed the settlement of this controversy either under the existing national arbitration law, or by reference to the Interstate Commerce Commission. This offer has been refused by the employes' representatives.

Shall a nation-wide strike or an investigation under the Government determine this issue?

- National Conference Committee of the Railways**
- E. LISHA LEE, Chairman.
 - F. R. ALDRICH, Gen'l Manager, Atlantic Coast Line Railroad.
 - L. W. BALDWIN, Gen'l Manager, Central of Georgia Railway.
 - C. L. BARDO, Gen'l Manager, New York, New Haven & Hartford Railroad.
 - E. H. COFFMAN, Vice-President, Southern Railway.
 - F. E. COTTER, Gen'l Manager, Wabash Railway.
 - F. E. CROWLEY, Asst. Vice-President, New York Central Railroad.
 - G. R. EMERSON, Gen'l Manager, Great Northern Railway.
 - C. H. EWING, Gen'l Manager, Philadelphia & Reading Railway.
 - E. W. GRICE, Asst. to President, Chesapeake & Ohio Railway.
 - A. S. GREIG, Asst. to Receiver, St. Louis & San Francisco Railroad.
 - C. W. KOLINS, Gen'l Manager, Atchafalaya, Topeka & Santa Fe Railway.
 - B. W. McMASTER, Gen'l Manager, Wheeling and Lake Erie Railroad.
 - N. D. MAHER, Vice-President, Norfolk and Western Railway.
 - JAMES RUSSELL, Gen'l Manager, Denver & Rio Grande Railroad.
 - A. H. SCHUYER, Resident Vice-Pres., Pennsylvania Lines West.
 - W. L. SEDDON, Vice-President, Seaboard Air Line Railway.
 - A. J. STONE, Vice-President, Erie Railroad.
 - G. S. WAID, Vice-Pres. & Gen'l Manager, Sunset Central Lines.

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SCIO OREGON



DIFFICULT LAND TO CLEAR AND MAKE PROFITABLE.

cleared land, going in debt the full amount. From that time on the farm was prosperous, and in ten years the entire farm was paid for and enough additional money saved to build a good house and barn. The smaller farm had been unprofitable because the overhead expenses were too high for so small a business. In this case acres were made profitable by increasing their number.

A North Dakota farmer owned three quarter sections of land. His farm was quite heavily mortgaged, and for a number of years he had not been able to pay interest in full. His family was small, and for most of the work he had to depend on hired help. He concluded that under the circumstances he was working or trying to work too many acres. Finally he sold one-quarter section and paid his debts. Seven years later he had \$5,000 in the bank. In this case all the acres had previously been unprofitable because there were too many of them.

Taking No Chances.
 "I have called," said the complacent visitor to the office of the merchant prince, "to obtain a statement of your assets and liabilities."
 "Which of the mercantile agencies do you represent?"
 "Neither. I am considering making an application for your daughter's hand, and it has always been my rule to be sure I'm right before I go ahead."
 —Richmond Times-Dispatch

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