

The Soil and the Seed

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normal height, according to the variety sown, from 4 to 5 feet high. The heads were exceptionally large, many of these selected strains having heads that had 9 to 13 rows of spikelets with 4 to 6 grains in a single spikelet. The grains were of remarkable size and fully developed. These were wheat varieties, and the same applied to the oats and barleys. The planting of the seed at the above mentioned distance apart did not affect the maturity, as many of these plots were harvested on July 26 to 28 and August 5, and the others later, according to the time they were seeded. The first mentioned was seeded on April 16. Some varieties of wheat that were seeded on June 3 matured in good time and season, uninjured by frost and drought. The lesson to be taken from the above is that the seed was sound and good and the seed bed warmed and aerated before seeding. It was all hand selected seed, each seed had an equal opportunity to develop and was sown at a uniform proper depth. Conditions being favorable early in the season, the growth was rapid and vigorous, and despite the fact that less than two inches of rain fell from the end of May until after harvest, they all held their own and came to maturity early. And, while no means was taken to ascertain yields, it was apparent that the yield would promise very heavy.

In the larger $\frac{1}{2}$ -acre and $\frac{1}{4}$ -acre seed plots the yield also was good and the plants held on thruout the drought in a remarkable manner. Marquis wheat, in the $\frac{1}{4}$ -acre plot, yielded 44 bushels per acre. An $\frac{1}{2}$ of an acre plot of a special selected strain of Marquis yielded 50 bushels per acre. Victory oats, in $\frac{1}{4}$ -acre plot on breaking, 78 bushels per acre. O.A.C. barley, $\frac{1}{4}$ -acre plot on breaking, 48 bushels. The breaking did not hold the moisture as well as the summer-fallow. The above is not an isolated case or confined to the past season of heat and drought.

Now I wish to express a word of caution here, and do not wish to mislead any grain grower by advising him to sow thinly, as we can lay down no hard and fast rule as to the amount of seed to sow. Districts vary so much with regard to the soil and seasons, but it is a good rule to go by to sow as thinly as possible, providing one may expect to bring the crop to maturity in good season. Every farmer should know his district and his soil, and act accordingly. When we can bring every grain grower to realize the importance of sowing sound, well graded, uniform, clean seed so that every seed will grow, and have grain drills that will deposit the seed at equal distances apart in the drill rows, we will have an increased yield, a surer crop, and grain of a higher quality.

This next harvest will have a great bearing on the welfare of every grain grower, and it is to their interest to make every effort on their part to help increase the average yield by making haste slowly when the spring opens, by paying attention to all the essential details in preparing the soil for the seed and the seed for the soil. We are advised on every hand to seed a larger acreage this season, and the danger may be that many acres will be sown that are not in condition to grow a satisfactory crop. We must not forget the fact that because the prospect for high prices looks good at the present time and because there may be need for our

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grain, this will not ensure a crop or prevent a crop failure. It will be a good policy to look ahead or there may be little land left to summer-fallow to conserve moisture for the next season. It will be wise to look farther ahead than the season of 1915.

ABOUT AUTOMOBILE TIRES

The service men obtain from tires is directly proportional to the degree of care and attention they give to them. Some have obtained as high as 17,000 miles from a single casing. Upon investigating, it is invariably found that the men who get most out of their tires are the ones who are most careful about keeping them inflated to the proper pressure. They are the ones who do not overload their tires, who do not allow them to stand in grease and oil, who do not run in car tracks or over rough roads more than absolutely necessary.

It is impossible to estimate what the mileage of a tire should be, simply because you cannot reduce human care to a common denominator. Every man drives a car with a different degree of care. And road conditions play a large part in determining tire life. A tire that would last long on smooth city asphalt would deteriorate much more rapidly if driven upon rough country roads.

However, if given the right degree of care, tires under all conditions everywhere would last much longer. If tire users could only go through a factory and see the skill, the time, the labor and thought that is put into the tires, they would then appreciate that the well-balanced pneumatic tire is a wonderful organism which is worthy of their careful attention.

When men shall have learned to appreciate the finer points of their motors, and the finer points of their tires, it will mark a great day for the automobile industry. For then, men will put oil in their gears and air in their tires, and the petty motor car annoyances—which are for the most part avoidable—will be done away with.

Experience is Costly

Most men learn about their cars from experience which is entirely too costly. Education, rather than costly experience, is what is needed. It is the manufacturer's duty to educate the dealer; and it is the dealer's duty to teach the consumer. The dealer should take care of his customer before he has trouble rather than afterwards, altho he should do both. Never before in the history of the industry have dealers displayed such willingness to give "service" as they do today. This is doubtless due to the fact that manufacturers everywhere are joining in their efforts to have consumers obtain the utmost service.

The breadth of view of the men in the automobile industry was brought out at the automobile dealers' convention in Indianapolis, when it was resolved that "service" should be the ideal of the industry. It is pleasant to note that men in the industry, altho some are in a sense competitors, are all working with each other, for the good of the business, and for the benefit of the ultimate consumer.—Dakota Farmer.

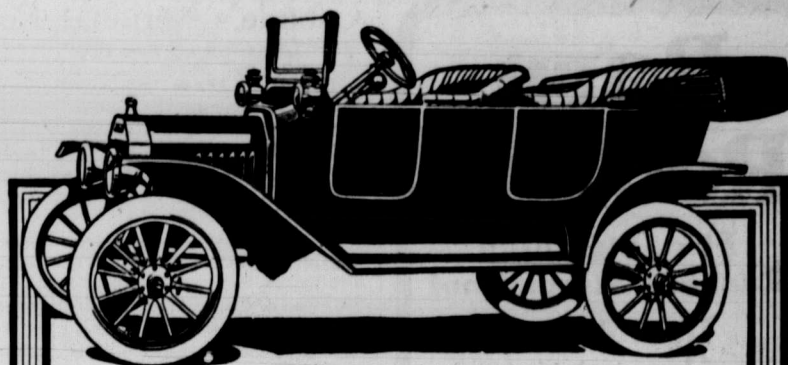
Fruit Growing on the Prairies

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first few years until the latter begin to bear. By this arrangement we think the trees are benefited, as there is then very little danger of the snow being blown from around the trees in the winter, thus lessening the danger from root killing, a trouble fruit trees are sometimes liable to in a winter of light snowfall. On the other hand, should the snow pile high around the fruit trees, care should be taken to tramp it around the trees a number of times during the winter, by so doing the danger of breaking down by the weight of the snow in spring is largely overcome.

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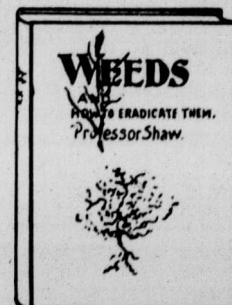
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