

turnings, aided by bright, hot sunshine, it is ready for raking in the afternoon and housing before five o'clock, at which time, the gathering dew shuts off further operation. Under this system, the clover plant must be well ripened, indeed past it's time for hay, and the weather very favorable if good results are to be secured.

The second system differs from the first only, in cutting the clover so late in the afternoon that the dew does not materially affect the plants, because they have as yet wilted but little. The following day haying proceeds as rapidly as possible, the crop being placed under cover before nightfall.

Under the third system, clover is cut after the dew is off and remains without tedding until afternoon, when it is gathered into wind rows and from these into bunches or coils before the dew falls, which stand several days, undergoing a sweating process. After sweating, they are opened in flakes, which give off their moisture rapidly and the material is soon ready for the barn. Whichever system is adopted, too great care cannot be exercised in preserving the finer parts of the plant, which are liable to be wasted, leaving only the coarse, woody stems to be gathered. Under all systems of hay production, the clover plant should not be placed in the barn or stack when carrying external moisture, either dew or rain. This foreign moisture appears to be more detrimental in the curing of hay than the natural sap of the plant.

### Gasoline as Against Steam Power

We have had great satisfaction from our gasoline engine which we purchased a little over a year ago. Before buying the gasoline engine we used a steam engine to generate the power on our farm. We found the steam very satisfactory when once we got "steamed up," but as we only used it once or twice, it was considerable trouble filling the boiler and firing up.

With the gasoline engine all that we require to do is to put about 30 gallons of water in the cooling tank, put on the belt and start up. We find that the power generated by the gasoline engine is much steadier than that generated from the steam. When chopping, one man can now do the work as easy as two did when running with steam, besides doing it much faster. We have found that from our 12 H.P. gasoline engine we get more power than we did from our 15 H.P. steam engine.

But, the gasoline engine is not without its drawbacks. It is very easy for it to get out of repair and a very little bit wrong makes it so that it will not start at all, or it may only generate about half its rated amount of power. As yet, we have always been able to fix it, it generally falling to my lot to run the engine, and as I have worked in machine shops and had experience with steam engines, I have been able to repair all damages very quickly. In the fall we go out threshing clover and filling silos. So far we have only lost about two hour's time owing to the engine not working properly.

Our engine is fitted with an auto-sparker which we find very satisfactory. With the auto-sparker we only make use of the batteries in starting the engine. Thus we save our batteries considerably and they last much longer.

We consider the gasoline about the only power suitable for a farmer, as it is always ready to do its work on the shortest notice, and costs but very little to supply it with gasoline.

A traction engine is the best thing for hauling the road grader on stretches of road that are level enough to permit of its use.—R. N. Scott, Reeve of Smith Township.

## FARMERS UNITE IN PRAISING RURAL DELIVERY

The Twentieth of a Series of Articles Written by an Editorial Representative of this Paper, who Recently Visited the United States, with the Object of Studying the Free Rural Mail Delivery System.

WHILE interviewing the farmers in the vicinity of Clifton Springs, New York, in regard to the free rural delivery service, a number of farmers were found loading cabbages at a railroad station. The object of my presence in their section was soon explained, after which they readily bore testimony to the benefits of free rural delivery.

"I like free rural delivery best," said Mr. W. J. Burns, "because it enables us to take a daily paper and thus keep informed in regard to market quotations. Just the other day the price of potatoes in Cleveland advanced from 50c to 72c a bushel. It seemed that the farmers had been so busy with their fall work they had not been able to attend the market. We saw this advance quoted in the daily paper and soon rushed a car from here there and made probably \$50 on this one deal. This shows what it means to be able to take advantage of advances in market prices."

Last week I made mention of the fact that cabbages are one of the main crops grown by farmers near Clifton Springs. Mr. Burns informed me that his crop had averaged almost 18 tons to the acre and the price he secured ranged from \$5 to \$12 a ton. The day I saw him he was shipping cabbages to Baltimore. "We contracted our first four acres," he said, "at \$7.50 a ton and cut 72 tons, 930 lbs. of cabbages off the four acres. We contracted another two and a half acres at \$8 a ton and cut 44 tons. One of our neighbors cut 150 tons off seven acres. He had the banner crop in our section."

### A SPLENDID MOVE

"The introduction of free rural delivery," said E. A. Marsa, of Phelps, "was one of the best moves for the farmers our government ever made. The farmers pay a large proportion of the cost of the free rural delivery system in cities and until we got free rural delivery we got nothing in return. It is more important that farmers should have their mail delivered to them than it is that city people should have their mail delivered, because farmers live a long distance from the post office, while the people who live in cities have only a short distance to go to get their mail."

When asked if he thought free rural delivery was worth a deficit of \$10,000,000 a year to the farmers of the United States, Mr. Marsa replied without hesitation, "Yes, and twice that. I do not care what it costs because it cannot cost so much that our people won't be willing to pay it. It means a great deal to this country to have the farmers as well informed on current events as are the city people. Before we had rural delivery our farmers got their papers about once a week. Now they get them every day. Were I buying a farm I would give a good deal more for it if it had a daily mail, than I would if I had to drive two or three miles to get my letters. Such a farm would be worth \$10 an acre more to me. I never took a daily paper until we got rural delivery. Now that I do take a daily paper I appreciate what it is worth to me."

### WATCH THE QUOTATIONS

"By getting the daily paper," said Mr. F. W. Rector of Clifton Springs, "we are able to keep track of the market quotations on all kinds of crops. There are places in this country where the people do not get a paper more than once a week. We get it once a day. We used to have to go three miles for our mail. I consider that we save ten cents a day by having a mail de-

livered if only in the satisfaction we feel in not having to go for it, and in being able to keep posted in regard to what is going on. Then, also, it is necessary for the road masters to keep the roads open in winter so that the carriers can get through. This is something that they did not do before."

When told that Canadian farmers did not have free rural delivery Mr. John A. Burns said, "Well, they ought to have it. If you are busy, or have been working your team hard, you do not feel like going for your mail. It is then that you enjoy having your letters and papers left at your door each day."

### A GREAT CONVENIENCE

"It is a great convenience," said Mr. Frank Cole, of Phelps, "having our mail delivered daily. If we are busy we do not have to waste time going for our mail, because it is delivered at the farm. In the same way if we have an important letter to mail we mail it at our farm door and do not have to hitch up to take it into the post office. I believe that free rural delivery has increased the value of my farm by at least five per cent. It has been the means, also, of improving the condition of our roads as they have been kept in better shape since we have had rural delivery. This fall the buyers were holding down the price of apples. We showed them the prices quoted for apples in the daily papers and they had to pay up. Now, by having daily papers, we know as much about the markets as they do. I would not give up free rural delivery if I had to pay \$10 a year out of my own pocket. I use rural delivery for the sending of Money Orders and find it just as safe as when I used to send them through the post office. In the same way we get paid for our crops right at our own doors."

Mr. W. F. Anderson, of Phelps, who used to have to go two miles to get his mail, stated that the greatest benefit of free rural delivery was its great convenience.

### HAVE FEW COMPLAINTS

The postmaster at Clifton Springs, Mr. J. H. Stephens, stated that he almost never received a complaint from any of the farmers about the rural delivery carriers. Occasionally a bundle of papers went astray, but it was seldom found that it was due to any mistake on the part of the carriers.

The following day I visited another section near Clifton Springs and found the farmers all of the same opinion as those I had previously interviewed. Mr. H. R. Taylor, of Clifton Springs, claimed that the introduction of free rural delivery was the greatest improvement in the government service the people of the United States ever obtained. "When the service was first started," he said, "some of the politicians were opposed to it, but the service proved so popular from the start that all opposition to it soon died out." When asked if the rural carriers ever took part in politics, Mr. Taylor replied, "I never heard of such a thing." Continuing, Mr. Taylor said, "farm help is getting so scarce that it frequently happens that we have no one on the farm who can find time to go for the mail. In this way rural delivery is helping our farmers to solve the labor problem. Farm telephones are also helping to solve it. We have a telephone that costs us \$1.00 a month and it is a wonderful convenience. Farm telephones and rural delivery combined help to greatly increase the value of farm lands. Rural delivery may cost consid-