

AGRICULTURAL COURSE.

Good Attendance—Beneficial Results—Again Next Year.

The course given at Keeley hall last week for the larger part of four days was quite successful for the first, and the prospects are that the soil expert department will be held next year in connection with the Farmers' Institute. The meetings were well attended. The expense was very reasonable considering the benefits. The finances were provided by subscription, \$88.56 was raised, and the total expense is a little over \$75, leaving about \$15. The list of subscribers and expenditures can be seen by applying to Burt Orr.

Friday evening, County Crop Advisor R. C. Bishop was present and delivered a very interesting and instructive address. He explained the plans of the Livingston County Crop and Soil Improvement Association. The limit under Mr. Bishop is 300 and these will be as equitably distributed between the townships as possible. The membership fee is \$10 for three years. A member is entitled to a soil survey, the limit being 320 acres, free of charge, and a map of the farm is made, and Mr. Bishop's services are free to members.

The present membership is 300 and if 200 more are added Mr. Bishop will be furnished a competent assistant on equal terms.

In every township which has joined the Association there is an assistant appointed. The membership is limited to 6, 10 or 12 to a township, so that each one may be represented in the county organization.

The membership for Dwight is about filled, five joining Friday and Saturday and several previously.

AT CHAMPAIGN.

Burt Orr, Walter Houck, Abraham Lower and M. Peterson, of Dwight, are attending the short Farmers' course at Champaign. The attendance at the University is over 5,000; in the Agricultural Department there are 940, and over 650 in the Agricultural Short Course, and the age of those attending is from 16 to 65.

Among the studies and demonstrations are: Studies of cultivation effects; of plant types; of soils; of selection of seed corn and care of same; of insects which injure crops; analyzing fertilizers; of continually having a seed corn house in every township.

The interest of improvement in farming in all branches seems to be thoroughly aroused in this community, and undoubtedly beneficial results will be shown all along the line.

Another Account.

The program of the Agricultural Extension School was given Jan. 12 to 16, inclusive.

The introductory remarks by the instructors, explaining the objects of the school lead all of those present to look forward to an intellectual treat, agriculturally, and filled some with enthusiasm which will not soon die out.

The lectures on Horticultural subjects by Prof. A. W. Nolan were so plain that any one could understand them and if his advice was carried out would add very considerably toward the larger production of better fruits and vegetables in and around Dwight. He exploded the theory that fruits could not be grown profitably in this vicinity, and taught the proper modes of procedure to produce enough for our family needs and have some to spare to our less fortunate neighbors. His lectures were followed by this remark by one man: "If I had known this much ten years ago it would have made and saved me over \$1000.00 in fruit and labor."

Those who would like to raise more and better fruit who were not present at those three lectures missed a good thing, especially his talk on insect foes and friends. If his instructions along these lines were followed it would have saved many losses to the farmers not only in fruits and vegetables, but also in corn, oats and clover, estimated at 10 per cent loss in corn and oats and 75 per cent in clover seed. This is an enormous loss through lack of knowledge. He told us how to do this at very little or no expense and certainly it is worth trying.

The Study on Soils by Prof. F. C. Bauer lead up to the question, What is the first requirement in Agriculture? He taught us that the first was "A Farmer" and convinced some that this was a fact and a fact that was overlooked by most landlords in selecting a tenant. Some landowners rent their land to a man because he is a hard worker and careful in the things that most appeal to the eye, and overlook the fact that he is sometimes not "A Farmer" in the funda-

mentals that lead to operating the farm in the most economic manner. He also stated some of the objections to the landlord and tenant systems of farm operation. One great complaint the landlord had was that the tenant did not "properly care" for the improvements of the farmstead. The Professor said his observation was that most landlords did not provide much worth while taking care of. His lectures on limestone and phosphorus in soil improvement was very ably set out and analyzed on the blackboard and brought out a great many questions along this line in which we are all vitally concerned, and should have been heard by more farmers.

Farm crops, corn, alfalfa, pastures and meadows was ably handled by E. E. Hoskins, a practical farmer from southern Illinois, and probably brought out as much discussion as any part of the week's work, and some especially hard questions were answered in a very satisfactory way. This is a subject that is close to each individual in this community and must be handled by each one for himself to a large extent, and brings up the subject of "Farm Management" which is a problem to be handled largely by men of experience. We have in this county an organization that has taken it up and are succeeding.

Prof. E. A. White on Silo Construction was listened to with marked attention, and his charts and plans were very plain. His advice on silos will save some money to those who construct silos in the future. His lecture on Modern Conveniences in Farm Homes was probably a revelation to some in that it showed how it was possible to enjoy life in the country more fully than in the city and at a far less initial expense.

Prof. W. W. Yapp on Dairying, Friday forenoon, was excellent. In the afternoon the class went to the barns of Mr. J. R. Oughton where his lecture was delivered. Mr. Oughton kindly furnished the cattle to look at and use in judging. The first animal, a fine Holstein-Friesian bull, was then brought into the ring. All the fine points of this animal were then explained and questions asked and answered. The Professor told the class that this was as near a perfect animal as had been his privilege to judge, and if the animal had been made to order he would not know where to ask for an improvement. The part of the lecture devoted to the cow brought out points in milk production that was not known by old dairymen and farmers, and was well received, and if followed by anyone purchasing a cow would lead them to buy only good ones, thus saving money.

The final subject brought us something from close to home—The Livingston County Soil and Crop Improvement Association. This association is composed of practical farmers in this county who are "doing things." They have employed Mr. Roy Bishop as advisor and will have a membership of about 300 farmers and farm owners who will have the privilege of his education in farm management. To say that his knowledge of "The Illinois System of Permanent Agriculture" is A1 is putting it mildly. Mr. Bishop put on some lantern slide pictures of what they have accomplished. The pictures did not do the subject justice by any means. To see the actual results in the field was to be convinced. To talk to the men who did these things under his advice, is an inspiration to go and do likewise. We appreciate far too little as a community the efforts of this man. He has come over into Mascedonia to show us, and he is doing it and doing it profitably for us, and ought to be heartily supported.

The whole week's program was excellent and ought to be supported for another year and longer.

At one of the sessions there was a committee elected to devise ways and means to combine with the other agricultural interests and organizations in Dwight township, and give to the people the most good to the greatest number with the least expense. We have vast resources here and if properly directed we will reap great benefit mentally, morally and financially.—A FARMER.

Agricultural Short Course.

Arrangements are being completed for the Agricultural Short Course to be conducted under the auspices of the Livingston County Soil and Crop Improvement Association February 10th to, and including, the 14th, at the City Hall, Pontiac. A very strong faculty has been secured. This five days School will be chuck full of good, solid work for everyone who shall attend. Eighteen lectures are

scheduled and these lectures touch every subject of vital interest to the farmers of this county. The men who will deliver these lectures have not only scientific, but practical knowledge of the subjects to be discussed. Every hour of work put on at this School will have a direct bearing upon matters of local interest to the farmers of this county. This particular feature is expected to distinguish the first Annual Short Course of Agriculture in this county and to add much of intrinsic value.

A complete schedule of the week's course will be published next week.

For further information concerning this Short Course, address the Livingston County Soil and Crop Improvement Association, Pontiac, Ill.

Mathematics in Corn.

The following information has been furnished us by Burt Orr regarding the growing of corn, and should be valuable to the farmer:

HILLS 3 FEET 6 INCHES APART.
9.4 rows to an acre (80 rods).
377 hills to a row (80 rods).
3543 hills to an acre (measure).
7086 ears to an acre, 2 ears to hill.
64 bushels to acre, 112 ears, 8 oz. corn to a bushel.

HILLS 3 FEET 6 INCHES IN CHECK.
(3 feet 4 inches between rows)
10 rows to acre (80 rods).
377 hills to acre (80 rods).
3770 hills to acre (measured).
7540 ears to acre, 2 ears to hill.
67.3 bushels to acre, 112 ears, 8 oz. corn to bushel.

HILLS 3 FEET 4 INCHES APART.
10 rows to acre (80 rods).
396 hills to row (80 rods).
3960 hills to acre (measured).
7920 ears to acre, 2 ears in hill.
70.7 bushels to acre, 112 ears, 8 oz. corn to bushel.

One and a half ears to a hill 3 feet 6 inches apart should yield 47 bushels to the acre.

Hills 3 feet 6 inches and 3 feet 6 inches should yield 50 bushels to the acre.

Hills 3 feet 4 inches apart should yield 53 bushels to the acre.
The average Illinois corn crop in corn belt is less than 37 bushels to the acre. Why is it? Why ain't it?

LOSSES IN CORN RAISING.
Poor seed, .20.
Uncovered kernels, .01.
Seed taken by birds, .01.
Seed taken and stalks destroyed by gophers and squirrels, .01.
Stalks destroyed in turning at ends, .01.
Stalks broken off last time tending, .01.
Grubs and cut worms, .01.
Tips injured by birds, .01.
Tips not filled, .02.
Kernels destroyed by worms, .01.
Barren stalks (actual count 1913), .12.
Ears not husked, .01.
Loss in shelling and delivering, .01.
This makes a total of .44 per cent.

Other causes of loss are hail, windstorms, drought, cold and dampness, corn lice, weedy field and early frost.
Two good ears to a hill should produce 64 bushels to the acre. Take from 64 bushels the loss of 44 per cent or 28 bushels and you have 36 bushels per acre which is above the Illinois yield.

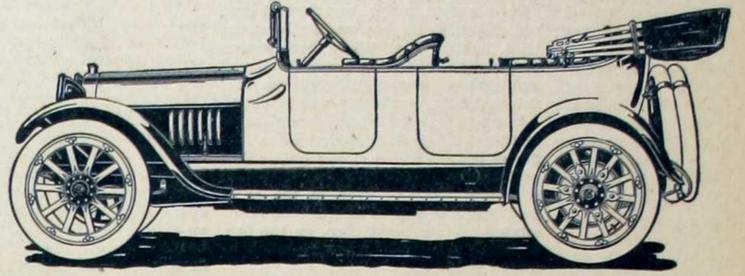
This rich corn belt, with proper selecting and care of seed, cultivation and care of crop, will produce better than 2 ears to the hill or 64 bushels to the acre.

Twelve average seed ears of 600 kernels each, after shelling off butts and tips, or 7200 kernels, will plant one acre of corn. Two kernels to the hill. If one of the seeds ears is half bad or has 300 bad kernels, and another ear is all bad or has 600 bad kernels, and the remaining ten seed ears has 6 per cent or 360 bad kernels, there will be 1260 bad kernels in the one acre, or a loss of 1260 ears or 11 bushels of corn. At 50c a bushel a loss of \$5.50. Less than one hour's time will test the seed to plant one acre. \$5.50 is good pay for one hour time in the winter.

Plant 100 per cent good seed corn and it will be money in your pocket. Aim to be a 100 per cent farmer, and the sooner you will own that farm that you want. If your aim is less than 100 per cent you will not be a success.

Illinois farmers and grain dealers are engaged in looking after the progress of their state wide protest against the proposed increase in rates on grain shipments in the state. A vigorous protest is to be made before the state public utilities commission. The proposed advance of 16 2-3 per cent in grain rates is being condemned on every hand.—Leader.

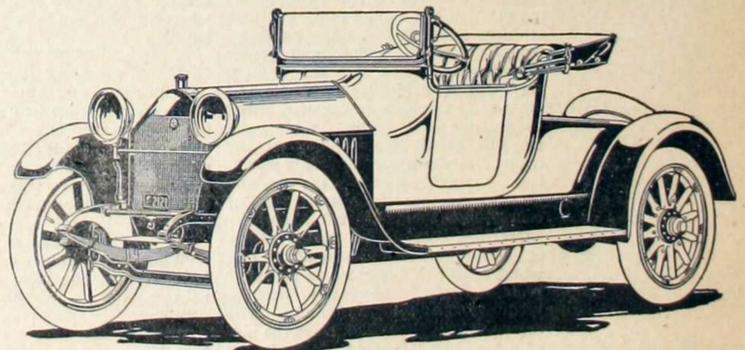
THE NEW CHALMERS "SIX"



MODEL TWENTY-FOUR—FIVE PASSENGER TOURING CAR

THIRTY REASONS WHY THE NEW CHALMERS "SIX" IS THE BEST VALUE ON THE MARKET

- 1 BEAUTY OF DESIGN AND FINISH**—Genuine streamline bodies; molded oval fenders; tapered motor bonnet; graceful dash cowl; clean running boards; deep, rich colors; leather-lined bodies.
- 2 MOLDED FULL OVAL FENDERS**—Newest design; graceful; full protection from dust and mud.
- 3 LEFT-HAND DRIVE—CENTER CONTROL**—Enter car from either side; easiest handling; natural position for signaling traffic; extra roominess of driving compartment.
- 4 POWER AND SMOOTHNESS**—40 to 65-horse power; absence of vibration; 2 to 60 miles an hour on high speed; perfectly balanced mechanism; steady pull due to long stroke motor (4-inch bore by 5½-inch stroke).
- 5 FLEXIBILITY**—Practically no need for gear shifting; walking pace to express train speed "on high." Such flexibility possible only in 6-cylinder motor combined with 4-forward speed transmission. Auxiliary gearing unnecessary.
- 6 FOUR-FORWARD SPEED TRANSMISSION**—A speed for every requirement. First, for starting; Second, for very steep hills; Third, for ordinary hills and heavy going; Forth, direct drive.
- 7 QUIETNESS**—Secured through enclosed mechanism, oval cams and roller valve lifters; large bearing surfaces; highest grade roller bearings; all-ground nickel-steel gears.
- 8 NEW CHALMERS OILING SYSTEM**—Combination force feed and splash system; feeds oil direct to bearings; oil pressure gauge on dash; automatic clutch lubrication.
- 9 NEW DESIGN CLUTCH**—Multiple disc, cork insert type; positively non-jerking; extra strong; engages smoothly; self-lubricating.
- 10 CONVENIENCE**—Full control from driver's seat; one movement starts motor; dash adjustment of carburetor; Continental demountable rims; gasoline tank filled at rear without disturbing passengers.
- 11 ELECTRIC STARTER**—Simplest, fastest, surest; Chalmers-Entz type, built complete in Chalmers shops; no automatic devices; always positively engaged with motor.
- 12 NON-STALLABLE MOTOR**—Starter won't let motor stop; greatest factor of safety introduced in past five years.
- 13 POWERFUL ELECTRIC LIGHTS**—Combination headlights; 24-candlepower touring lamps; small lamps for city use; dash light; electric horn and provision for inspection lamp.
- 14 EXTRA TIRES CARRIED AT REAR**—Balances weight of car; gives clean running boards; permits of easy entrance or exit from either side of car. New design, non-rattling and self-locking tire carrier.
- 15 GASOLINE TANK SUSPENDED IN REAR**—Can be filled without disturbing passengers; gives one-third greater fuel capacity (22 gallons); balances weight of car; two-piece electrically welded tank; no rivets and so no chance for leaks.
- 16 PERFECT BALANCE**—Equal distribution of weight over chassis eliminates swaying of car and minimizes skidding; car hangs well to road; is easy to handle.
- 17 SAFETY**—Large strong wheels; heavy drop forged steering connections; extra deep channel section frame with few rivets; two sets of large double acting brakes on rear hubs; Chalmers-built axles of special steel.
- 18 SIMPLICITY**—Easily handled; easy to operate; all parts accessible for adjustment and lubrication; simplest ignition; New Chalmers "Six" as nearly "trouble-proof" as a car can be built.
- 19 EASY HANDLING**—Simple starting system; gear shift lever, clutch and brake pedals, accelerator and emergency brake lever conveniently located. New design steering spindle makes steering easy.
- 20 COMFORT**—132-inch wheel base; 36-inch by 4½-inch wheels and tires; extra long springs; underslung rear springs; deep, luxurious upholstery, roomy bodies; wide seats.
- 21 CHALMERS PATENTED DOOR DESIGN**—Unusually wide doors fit flush to bodies; no moldings; all hinges concealed; door handles equally accessible from inside or outside.
- 22 GENUINE RAIN-VISION WINDSHIELD**—Adjustable for rain-vision or ventilation; fastened without stay rods; absolutely non-rattling.
- 23 DETAILS OF REFINEMENT**—Windshield handles; front top construction to prevent entrance of wind or rain; unobtrusive door handles; concealed hinges; spring bonnet locks; adjustable dash light; concealed tool box; no exposed grease cups on running boards; full dust protection.
- 24 SILENT AND INVISIBLE SPEEDOMETER DRIVE**—No noisy or dirty speedometer gears; silent and invisible Empico worm drive in right front hub; guarantees accuracy of speedometer registrations.
- 25 AMPLE PROTECTION FROM DIRT**—Deep and thoroughly ventilated bodies; molded oval fenders fitting around wheels and connected with body by metal aprons; no open space between running boards and frame.
- 26 FULL EQUIPMENT**—Top; quick acting storm curtains; windshield; electric lighting system; five demountable rims; tire carrier; electric horn; Warner speedometer; gasoline gauge; full set of tools, pump, jack, tire repair outfit.
- 27 CHALMERS TOP, QUICK-ACTING STORM CURTAINS**—Silk mohair top is built and fitted in Chalmers shops; Collins storm curtains can be adjusted from inside of car; give protection in inclement weather.
- 28 CONTINENTAL DEMOUNTABLE RIMS**—Generally conceded lightest and best; make you tire-care free; one extra provided as regular equipment.
- 29 INTERCHANGEABLE BODIES**—All "Six" body types fit same chassis; economical for owner who desires closed car for winter use on Touring car chassis.
- 30 PRICE**—At \$2175, New Chalmers "Six" offers more for the money than any car on the market. Built in Chalmers shops and guaranteed by Chalmers Motor Company, is exceptional motor car investment.



MODEL TWENTY-FOUR—ROADSTER

This car may be seen at our new garage at any time now. Come in and look it over

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