

OVERPRODUCTION MENACE TO FARM PEOPLE OF U. S. A.

Federal Farm Board's Hardest Task Is Keeping Crops Down to Demand. Some Prices Threatened for 1930. Many Crops Must Be Reduced if Growers Are to Make Profits This Year.

By CALEB JOHNSON
Special Writer for The Democrat

Through the activities of the Federal Farm Board the warning of the danger of overproduction is being carried forcibly and continuously to the farmers of the United States.

The Farm Board is only 2 months old this April, but its contacts with the farmers of the United States are already more direct and widespread than those of any other Governmental agency. This is natural, since the Farm Board's contact is through that most sensitive part of the human make-up, the "pocket nerve."

The Farm Board's purpose is to help the farmer to get more money for his products, if not by increasing the cost to the consumer, at least by insuring that the grower shall get all of the price which his heretofore been wrested between grower and consumer, by unnecessary middlemen's tolls and the operations of speculators.

Somewhat, as human nature is constituted, we pay more attention to the man or the organization which promises to make more money for us than we do to the institution which merely tries to teach us how to run our business better. The manufacturer of any commodity is likely to show much more interest in the reports of his salesmen as to what sort of goods the trade demands that he is to the engineer who merely shows him how to improve his product. And the Federal Farm Board—or, rather, the national co-operative selling agencies set up under its direction—is in the position of the farmer's salesman. In the course of time, and perhaps a shorter time than some of the critics of the system now believe, an overwhelming majority of all farm products grown in the United States will be handled from grower to consumer through these agencies.

And when these co-operative selling agencies tell their members that they are producing too much of this or that, and that, and prove it to them by the prices which they get for the commodities designated, there is certain to be attention from the growers.

So far only eleven commodities have been designated by the Farm Board as requiring special national selling agencies to handle them exclusively. They are cotton, dairy products, wheat, rice, livestock, wool and mohair, tobacco, poultry and eggs, seeds, potatoes and coarse grains. There are, of course, dozens of other agricultural products which will be handled either singly or in groups. An entire new kind of administrative machinery cannot be expected to get into full swing instantly. It is going to take three or four growing seasons, in all probability, before all of the farmers of the United States fully understand how the new system operates and how to take advantage of it.

Control of production, in the interest of more stable prices for growers, is a definite function of the Farm Board under the law which created it. And already the board has found the situation in some commodities, especially wheat, tobacco and cotton, to be such as to point definitely to lower prices because of overproduction.

Ten per cent. decrease in wheat acreage is being advocated today by the Board, which point to a surplus of 100,000,000 bushels in 1929, above the normal demand of the world's markets, in proof of its statement that too much wheat is being grown. Farmers would make more money out of 850,000,000 bushels than they are making now out of 850,000,000 bushels. And when the entire wheat market is in the control of the farmers themselves—and that is what the co-operative marketing program is needed for—it will not be so difficult to convince growers that lower prices are not always the result of manipulation by speculative interests. They will recognize, as many of them do now, that the remedy is in their hands.

So long as each individual grower is a law unto himself, there is no practical way to prevent overproduction. But when the only market, or the best market, available to the grower, is through the co-operatives, and the individual growers who disregard the warning against planting too large an acreage finds himself unable to finance his operations through the channels which are open to his neighbors who do play the game of co-operation, there is hope for every farmer.

What is the grower of any commodity going to do when he is all set to grow one kind of crop and nothing else? There isn't anything else? There isn't anything for him to do but try something else. In an extremely interesting and important series of radio talks recently Mr. Samuel R. McKelvie, a member of the Federal Farm Board, illustrated this point. He said:

"There are available actual figures of the cost of production of various agricultural crops in different States and regions. If these facts were consolidated into one picture I, as a wheat farmer in Eastern Nebraska, observing what it costs to produce wheat in Dakota, Western Nebraska, Kansas, Montana and other regions, might conclude that I had an awful handicap because of the price of my land and my smaller operating unit. Then I would begin to see what else I could do to get out of competition with that wheat-growing farmer out West.

"I saw a statement by Mr. Henry Ford recently in which he said that he did not fire a man until he had to. If he found an employee was not adapted to one task he put him at

something else and then at something else until he found a niche in which that man fitted. So it is with farmers. We must adapt ourselves to the thing we can do best."

There is no subject so important today and for a long time to come, to every farmer and every business man in communities which depend principally upon farmers for their trade than the program of the Federal Farm Board and the way in which that program is being put into effect. The Board has just issued an eight-page pamphlet in which the whole system is set forth in the form of easily-understood questions and answers. No American can regard himself as adequately informed about fundamental conditions in this fundamental industry, farming, without knowing the answers to every question which can be asked about the Federal Farm Board. A copy of this pamphlet will be sent, I am informed, to anyone who will take the trouble to write for it. A post card will do. Address the Federal Farm Board, 1300 E Street, Washington, D. C., and ask for Circular Number One. Just give your name and address; you do not need to send postage.

"BLIND" BEGGAR FINED WHEN HE SAW DOLLAR

Kansas City.—All because Bert Goza saw a dollar drop on the pavement and picked it up after the man who had dropped it had walked on, he was \$15 poorer.

Goza, who is uncertain regarding his home and about his age, was seated on the curbstone. He wore a card on which was printed:

"I am blind and forlorn. I wish I had never been born. I am a very destitute man. Please do what you can."

The man who dropped the dollar was a detective. And when Goza picked up the coin he arrested him and took him to South Side municipal court, where the judge found Goza guilty of begging and fined him \$15.

Goza said he had been arrested 152 times.

IN REMEMBRANCE OF W. J. HAGAMAN

Brother Jasper Hagaman was born at Forest Grove, N. C., on the 22nd day of March, 1858, being a son of Thern Hagaman, and died November 7, 1929, age 71 years, 8 months and 17 days. He was married to Amanda Wilson on May 18, 1879. To this marriage was born five children, two of which died when young. There still survives a widow and daughter, Estella, and two sons, Donly of Reese, N. C., and Conly of Chattanooga, Tenn.

He professed faith in Christ on November 18, 1874, and united with Beaver Dam Baptist Church, where he was a consistent member until death. Brother Hagaman was a man who was very unassuming and a man of great moral integrity, being found at his seat in church and Sunday School almost every Sunday, and when his presence was absent we were made to inquire of his welfare and whereabouts. He lived a quiet and simple life and his example can hardly be rivaled. He spent a great deal of his spare time reading his Bible and religious papers and was well informed in the customs of the Baptist Church and was strong in the faith. He was zealous in the cause of missions and his soul went out for those in darkness. As a husband and father, he was very fond and thoughtful of the welfare of his family and the visitor was always welcome in his home, and went away feeling uplifted in soul, and very few have entertained more preachers and visitors of Beaver Dam Church than Brother Hagaman. He was a strong believer in the final perseverance of saints, and had no fear of those who had ever been saved ever being lost.

But we have double assurance of Brother Hagaman's eternal welfare, for he remained faithful to the end. He was a deacon of the church from September 11, 1880, to the time of his death. In the departure of Brother Hagaman the church, the home and the community have sustained a loss which can never be replaced, and we are all deeply grieved when one of our faithful and noble citizens is called hence. But our loss is his gain and we must be reconciled to the will of Him who knoweth best and doeth all things well.

G. P. SHERBILL,
J. H. ROBINSON,
ROBY WILSON,
Committee

Has Strength, Energy Of 20 Years Ago



ROBERT A. STRATE

"I suffered ten years with as bad a case of stomach trouble as any man ever had. It was impossible for me to ever enjoy a meal without suffering. I was terribly run-down.

"Five bottles of Sargon made me feel like a new man. I have gained sixteen pounds and have as much strength and vitality as I had twenty years ago.

"I have never found anything to equal Sargon Soft Mass Pills. They regulate me perfectly."—Robert A. Strate, 425 West 34th Street, Oklahoma City.

The demand for Sargon and Sargon Soft Mass Pills has probably broken all world records for the length of time they have been on the market.

Boone Drug Company, Agents. (Advertisement)

SPECIAL NOTICES

FOR SALE—Seven-room house in Daniel Boone Park, Boone. A bargain. See W. H. Gragg, Boone, N. C. 4-10-30

NOTICE
My wife, Laura Cook, has abandoned me for causes unknown to me, and I hereby forbid all persons extending credit to her on me. This April 1, 1930. 4-3-30 C. L. COOK.

ONE FREE PRINT
Six High Grade Glossy Prints from your favorite negatives for 25c. Send negatives and stamps now. CLETON LAWS, Cranberry, N. C. 4-8-30

FOR RENT—A six-room house on Main Street, near Baptist Church. Rates reasonable. See J. D. Rankin, Boone, N. C. 4-3-30

QUALITY BABY CHICKS—Barrd Plymouth Rocks of Parks Strain, Tancred S. C. White Leghorns, Great winter layers. Selected breeders. If interested in greater egg profits and broilers, send for our price list. Lees-McRae Hatchery and Poultry Farm, Banner, Elk, N. C. 2-27-30

Dr. C. B. Baughman, Eye, Ear, Nose and Throat Specialist, Johnson City, Tenn., will be in the office of Dr. J. B. Hagaman in Boone, on the first Monday in each month for the practice of his profession. 10-17-19

DEMAND BASIC SLAG (The 6 in 1 Crop Producer) for Legumes, Corn and Spring Crops. W. W. Mast and Boone Feed Company, Agents. 3-27-30

ARRIVING EVERY WEEK—Strout husky chicks that are giving satisfaction to many. Let us prove their merit to you. Flocks under State supervision. Bred for production. Barrd and White Rocks, R. I. Reds, Hatching eggs, brooders, feeders, fountains, Flex-O-Glass. Bring us your custom hatching on Saturdays. \$3.00 for tray of 112 eggs. WILKES HATCHERY, North Wilkesboro, N. C. 5-1

HEAVY TOLL OF LIFE AS LOCOMOTIVE STRIKES BUS

Eleta, N. M.—A fast Santa Fe mail train Friday crashed a Piekwick Greyhound motor stage, killing 19 persons, all passengers on the bus. The accident was the worst in the history of western bus transportation. The train sidetracked the stage as the driver tried frantically to

swing it clear of the oncoming locomotive and the terrific impact so mangled the bodies of the victims that identification of three had not been made. Eight persons were injured seriously. Demolished by the collision, the bus was ignited by flames which licked over it from the gasoline tank. Clothing was burned from bodies of the several victims. Two bones and parts of the bus

were carried half a mile by the speeding train, which was able to slacken its pace and stop a mile and a half past the crossing where the tragedy occurred. The engineer of the train said when he realized the crash must occur, he applied the brakes and had slowed down to 38 miles an hour as his locomotive struck the stage. The train was partly derailed.

TIRES! At Wholesale Prices

FOR TWO WEEKS BEGINNING FRIDAY APRIL 18th, WE

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ALL SIZES AT WHOLESALE PRICES and GIVE YOU

A Tube Free

with each tire purchased. We have nearly a car load of these tires and tubes in all sizes. We will have a Pennsylvania Tire factory representative here for the opening day of this sale. Come in and talk over your tire troubles with him.

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To the first 50 customers during this sale we will give absolutely free a 12 pound sack of No-So-Co. Flour with a \$5.00 purchase of anything in our stock.

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it's wise to choose a SIX!

There is one sure way to get greater value in a low-priced car today—choose a Six!

This greater value is instantly obvious when you drive a Chevrolet Six. You notice first of all its greater smoothness. There is no tremor in the steering wheel—no rattle in the floor boards—no rumble or drumming in the body.

In addition to the finer performance of its six-cylinder motor, the new Chevrolet gives you truly remarkable economy.

Its six-cylinder smoothness saves the entire car from the strain and wear of vibration. This, of course, lowers the cost of maintenance and assures a longer-lasting, longer-satisfying automobile.

From the standpoint of operating expense, Chevrolet is equally economical. No other automobile consumes less gasoline and oil. No other shows a lower expense for tires. And

no other car costs less for service.

Because of its modern engineering, Chevrolet also assures a high resale value.

Chevrolet gives you fully-enclosed, weather-proof, 4-wheel brakes; a modern fuel system—with the gasoline tank mounted in the rear; four long semi-elliptic springs, mounted lengthwise in the direction of car travel. It gives you beautiful Fisher bodies built of combination hardwood-and-steel. It gives you a heavy, rigidly-braced channel-steel frame. And it gives you a full ball bearing steering mechanism.

Before you decide on any car in the low-price field, see and drive the Chevrolet Six. The more thoroughly you investigate, the more certain you are to conclude that it's wise to choose a Six—for value, for performance . . . and for economical transportation!

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The Coach or Coupe \$565
The Sport Roadster 555
The Sport Coupe 625
The Club Sedan 625
The Sedan 675
The Special Sedan 725
(6 Wire Wheels Standard)

The Light Delivery Chassis . . . \$365
The Sedan Delivery 595
The 1 1/2 Ton Chassis 525
The 1 1/2 Ton Chassis with Cab . . 635
The Roadster Delivery 440
(Pick-up Box Extra)

All prices f. o. b. factory, Flint, Michigan

Boone Chevrolet Company

BOONE, NORTH CAROLINA

S-A-L-E!

34 Tested Ayrshires

APRIL 24th, 1930, PINEHURST N. C.

AT 1 O'CLOCK P. M.

FRESHENED AUGUST, 1929—FEBRUARY, 1930. Official tests here show: 10 cows over 50 pounds 4 per cent. daily; 11 cows over 40 pounds 4 per cent. daily; 1 mature cow under that amount; 12 first-calf heifers, milking 20 to 35 pounds daily under adverse conditions.

These cattle had a long hard journey, 24 head being bought in New Hampshire and Canada for our 1929-30 business after 4 weeks' inspection covering 8 or 10 states and Canada. Balance, our breeding, but kept in mountain pastures heretofore. Next tests should show 22 cows 10,000 to 13,000 pounds; 12 cows 8,000 pounds at least; all 4 per cent. milk. Individual records (official) since last freshenings to April 23 given at sale. All acclimated, negative to abortus Bang test, T. B. free.

SEND FOR CATALOGUE

PINEHURST FARMS, Pinehurst, N. C.

LEONARD TUFTS, Owner

J. S. DUNLOP, Manager