

AMERICA LEADS IN MECHANICAL TOOLS ON ITS FARM LANDS

More Power in Use Per Worker Than in Factories. Animal Power Also a Big Factor. 50,000,000 Horsepower Being Used for Soil Tilling. Still Plenty of Work for Human Hands.

By CALER JOHNSON
Let us think for a minute of farming in terms of power.

Animal power as well as mechanical power.

Farming without power is almost inconceivable to the American mind. Yet in Italy today there is only one horse to every five farm workers. At the beginning of the World War, when the use of animals on American farms was at its peak, we had more than two horses for every man employed in farm labor. Great Britain had less than one horse per man, Germany one horse for each two farm hands, France one horse to every three laborers.

Power on the farm, then, is nothing new in America. It is the secret of our greater farm prosperity. And in introducing mechanical power on the farm we are still leading Europe and the rest of the world.

In the farm of tractors and other power-driven machinery we had more than two horsepower per worker on the farms in 1900, thirty years ago. In manufacturing industry less power was in use per worker than on the farm.

The same proportion obtained down to 1925. It is only in the past five years that workers in industry have had more mechanical power per man at their disposal than workers on the farm. Now the average worker in industry uses about five horsepower, while the average farm worker has at his command only slightly less in mechanical power and more than the equivalent of two mechanical horsepower in the form of animal power.

And the greatest increase in the use of power, if the present tendency is a fair indication, will be on the farm. The horses and mules are being replaced by engines much more powerful than the animals are.

All of that means that the farm output per person employed in farm work is steadily growing larger. Fewer men are needed to produce and transport to market the same amount of foodstuffs or other agricultural commodities.

This increase in farm productivity has been going on for a hundred years. In 1850 it took the labor of three-quarters of the people of the United States to grow the commodities necessary to feed and clothe themselves, and the rest of the population. By 1900, through the addition to the farm equipment of more horses and of mechanical power, driven implements, we had reached a stage of efficiency which required the work of not more than four-tenths of the whole population to feed and clothe us all.

This year's census is not complete, but it seems certain that it will show that not more than a quarter of the entire population of the United States is actually engaged in farm work; and the continuing increase in power equipment may, and probably will, reduce this proportion to 15 per cent. in the course of another ten years. That is what the statistical experts figure—that eventually we shall reach such a stage of agricultural efficiency that only 15 per cent. of the people will be required to grow all of the crops and livestock which the entire 100 per cent. of the people consume.

The present volume of power in use on the farms of America is estimated at 50,000,000 horsepower. This is divided among nearly 25,000,000 separate units, of which horses and mules still comprise the larger proportion. But in addition to some 18,000,000 work animals there are in use 853,000 farm tractors, 697,300 trucks—the farm job is in very large part a transportation job—and 500,000 stationary gas engines, 1,000,000 windmills, 300,000 individual electric plants and 500,000 central station electric installations. Those figures do not include nearly 5,000,000 passenger automobiles, as they are not primarily production machines.

There will always be plenty of work for human beings to do in farming. Few machines run themselves; few of the kind that can run themselves can do the varied things which must be done on the farm. So in machine tending alone there will always be the need of human labor, though not so much in proportion to the work done as is needed to take care of the horses and mules which mechanical-electric power is displacing. There will always be farms on which horses or mules will do most of the work, farms where power from other sources cannot be used economically.

It does not follow, however, that even small farms cannot be largely operated more efficiently by the aid of mechanical power. There is a

great deal of talk about the "farm of the future" as a great area operated like a factory, with workers employed by the operating corporation on an eight-hour day schedule, living in town and motoring out to their jobs every morning.

Beyond doubt there will be a good deal more of that kind of farming in the future than there is now, and there is quite a bit of it now. But it will be confined to a few specially favored areas and a few staple crops. And it will come very far from satisfying the vast majority of those who now live on their farms, to whom farming is something more than a means of livelihood but rather, as President Hoover phrased it, a mode of living, which appeals to them more strongly than any other mode of living.

Perhaps the greatest value, after all, in the increasing use of power on the farm is in the domestic application which make this mode of living so much easier and more comfortable, for the farmer's family as well as for the farmer himself, than life on the farm used to be.

GREENSBORO DAILY NEWS BUYS AFTERNOON PAPER

Greensboro, N. C.—The Greensboro Daily News Saturday acquired control of the Greensboro Daily Record, afternoon newspaper, and the two will be merged into one business organization, with separate editorial and news staffs. For the next few days the Record will be published from its present location, Greene Street, after which such of the physical plant and equipment as will be required in the publication of the two newspapers will be moved to the Daily News building, Gaston and Davie streets, where both papers will be published.

In the merger of the two properties the present officials of the News company will be in absolute control of both newspapers. Both papers will continue their respective editorial policies and will be published under their present names, the merger being in the nature of a pooling of business interests so that numerous economies in management may be effected.

Old Lady: If you really want work, Farmer Gray wants a right hand man.
Tramp: Just my luck, lady, I'm left-handed.

JULY 4th
"SWING HIGH"

Bailey's Plurality Over Simmons Was 67,625

Raleigh.—Returns from the one hundred counties of North Carolina in last Saturday's primary showed Josiah William Bailey to have defeated Senator Furtiford M. Simmons for the Democratic nomination as United States Senator by 67,625 votes. R. C. Maxwell, secretary of the State Board of Elections, said Monday night.

The figures compiled by Mr. Maxwell are not the official figures of the State Board of Elections as that body will meet later in the week to canvass the returns and announce the official result of the primary. Mr. Maxwell's figures are to be presented to Judge J. Crawford Biggs, the chairman, for consideration by the board.

Complete returns from the one hundred counties gave Bailey 198,867 votes to 131,242 for Simmons and 2,592 for T. L. Estep, "wet" candidate.

George M. Pritchard, Asheville Congressman, won the Republican Senatorial nomination, 22,287 votes to 9,098 for George Butler of Clinton, his nearest opponent, and Irvin B. Tucker got 6,277. Rev. Grady Dorsell, the man responsible for the Republican primary, got 1,532 votes.

In the race for Corporation Commissioner, George P. Pell, incumbent, nearly doubled the vote of James H. Holloway, his opponent, when he got 167,083 votes to Holloway's 86,337.

Only one second race for Congress will be held, according to the complete unofficial compilation, with Hamilton C. Jones, of Charlotte, and A. L. Bulwinkle, of Gastonia, fighting it out in the Ninth District. Bulwinkle got 18,203 votes; Jones 17,577, and A. F. Sams, third candidate, 2,161. There will be no second race for Superior Court judgeships.

OKLAHOMA COUPLE ENJOY WATAUGA NEWSPAPER

Mrs. R. C. Rivers, Editor Watauga Democrat, Dear Sir: Please find enclosed money order to put me over and one year ahead. The paper is like a ray of sunshine to my wife and I. We are Wataugans—once a Tar Heel, always a Tar Heel. Send the paper on and oblige.
Respectfully yours,
G. J. WINKLER.

SPECIAL NOTICES

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. 10-17-30

NOTICE OF DEMOCRATIC COUNTY CONVENTION

The Democrats of Watauga County are hereby called to meet in convention at the courthouse in Boone on Saturday, June 28, 1930, at 2 p. m. for the purpose of electing delegates to the State Convention, which will be held in Raleigh on Thursday, July 3, 1930.

The township chairmen will call a meeting for each precinct to be held on Saturday, June 21, 1930, at 2 p. m. for the purpose of electing delegates to the County Convention and Precinct Committees.

Each precinct is entitled to one vote in the county convention for each 25 votes and one vote for fractions over 12 Democratic votes cast by the precinct for Governor at the last election.

This June 9, 1930.
J. L. WILSON, Chairman,
Democratic Executive Committee

COME HERE FOR COOL REFRESHMENT

Now that warm weather is approaching, you'll appreciate a cool, refreshing drink or a tasty sundae now and then. Before you choose your headquarters, examine your cool, sanitary fountain and notice the prompt, courteous service.

Boone Drug Co.
The Rexall Store
BOONE, N. C.

THE WORLD'S LARGEST CHAIN OF INDIVIDUALLY OWNED DRUG STORES

After the First Twenty-five Thousand Miles

THE VALUE of sound design, good materials and careful craftsmanship is especially apparent in the new Ford after the first twenty-five thousand miles. Long, continuous service emphasizes its mechanical reliability and economy of operation and up-keep.

As you drive the Ford through many months and years you will develop an increasing pride in its appearance and a growing respect for the substantial worth that has been built into it. From every standpoint—in everything that goes to make a good automobile—you will know that you have made a far-seeing, satisfactory purchase.

Wherever you go, you hear enthusiastic praise of the car and this significant, oft-repeated phrase—"I'm glad I bought a Ford."

A FORD owner in New York tells of a 13,000-mile trip across the United States and back in sixty days and says "the car was extremely economical to operate, comfortable and speedy." A grateful father tells how the Triplex shatter-proof glass windshield saved his wife and children from serious injury.

To test tires, a large company drove a new Ford day and night, for an average of 500 miles every twenty-four hours. It was still giving satisfactory service after 105,000 miles.

A Ford car that had fallen into Fernan Lake was submerged for twelve days before being raised. After a new battery and carburetor bowl were installed, it was driven back to Spokane under its own power.

Many police departments have written of the special advantages of the Ford in crowded traffic because of its alert speed, acceleration, and ease of control. An increasing number of fleet owners are also purchasing the Ford because their cost figures have given conclusive proof of its economy of operation and up-keep.

In addition to important triumphs in Germany, France and Italy, the Ford won six out of seven leading places in a contest in Finland, first and second in the Rafaela races in Argentina, first and second in the

run from Copenhagen-to-Paris-to-Copenhagen, three gold medals in England, first ranking in the durability test over the tortuous Amancaes road in Peru, and first place in the 1930 reliability run conducted by the Royal Automobile Club of Sweden.

This contest was an exceptionally severe test of endurance and sturdy construction because it was held in the dead of winter and covered 600 miles of steady running over snow-covered country roads and mountainous hills.



NEW LOW FORD PRICES

Roadster	\$435	Coupe	\$495
Phaeton	440	Tudor Sedan	495
Sport Coupe			525
De Luxe Coupe			545
Three-window Fordor Sedan			600
Convertible Cabriolet			625
De Luxe Phaeton			625
De Luxe Sedan			640
Town Sedan			660

All prices f. o. b. Detroit, plus freight and delivery. Bumpers and spare tire extra, at low cost.

Universal Credit Company plan of time payments offers another Ford economy.

FORD MOTOR COMPANY

Your Home Chain Grocery We Save You Money

CAROLINA STORES

BLUE FRONT STORES
"Money Spent in CAROLINA STORES Stays at Home"

Economical prices for quality merchandise is intentional with us. We want you to save as you spend. Otherwise we would not be justified in being in business. We pride ourselves in being a friend of your family budget.

FLOUR The Famous Laurel Valley 24 pounds **89c**

Daniel Boone COFFEE Pound 25c	All Five-Cent CANDY BARS 3 for 10c	Parsons Household AMMONIA Per bottle 14c
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BLUE RIBBON MALT Full Three-Pound Can **69c**

MUSHROOMS, Fancy Four-Ounce Cans 36c
SHRIMP, Dunbar's Fancy 19c

GORTON'S SALAD FISH SEVEN OUNCES **14c**

REDI-RATION DOG FOOD ROSES, 3 cans for 25c	ROSEDALE APRICOTS Large No. 2 1-2 Can 25c
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LARGE RIPE TOMATOES, 3 pounds for 25c

EXTRA LARGE LEMONS, per dozen 30c

LARGE CALIF. CANTELOPES, Each 10c

CAROLINA STORES OWNED BY CAROLINA PEOPLE!
THREE STORES IN WATAUGA COUNTY TWO IN BOONE—ONE IN BLOWING ROCK