

## STOMACH TROUBLE

Mr. Marion Holcomb, of Nancy, Ky., says: "For quite a long while I suffered with stomach trouble. I would have pains and a heavy feeling after my meals, a most disagreeable taste in my mouth. If I ate anything with butter, oil or grease, I would spit it up. I began to have regular sick headache. I had used pills and tablets, but after a course of these, I would be constipated. It just seemed to tear my stomach all up. I found they were no good at all for my trouble. I heard

### THE DRAUGHT'S

# BLACK-DRAUGHT

recommended very highly, so began to use it. It cured me. I keep it in the house all the time. It is the best liver medicine made. I do not have sick headache or stomach trouble any more." Black-Draught acts on the jaded liver and helps it to do its important work of throwing out waste materials and poisons from the system. This medicine should be in every household for use in time of need. Get a package today. If you feel sluggish, take a dose tonight. You will feel fresh tomorrow. Price 25c a package. All druggists.

### ONE CENT A DOSE

## Reasons for Failure of Heating Systems

By J. D. HOFFMAN

(From Paper Presented at the Meeting of the American Society of Heating and Ventilating Engineers, in Buffalo, New York)

The time has come for a campaign of education for more satisfactory heating and ventilation in the homes of our country. Some means should be found through which to educate the public to demand and see that they get more satisfactory heat in their homes.

Heretofore heating engineers have peacefully endeavored to fit their heating and ventilating system into ill-conceived and poorly constructed houses and have trusted to their ability as engineers to overcome the handicap imposed upon the systems by architects or constructors who knew little and cared less about the requirements of home comfort. Now that the stress of severe winter is approaching we may ask ourselves: What and how may the heating and ventilating engineers do to assist in laying the foundation of a more effective economy in the years just ahead?

I have especially in mind the conditions (principally residential) that not only work against economic heating, but absolutely prevent it in a large number of cases. Some of these conditions are due to the mistakes of the architect with knowledge or forethought or otherwise, some of them to those of the heating man (or hardware man) who installs the system, and some to those of the householder who, practicing false economy, is not willing to pay the price of good work.

In most of the ordinary balloon-framed houses the sheathing is very inferior in grade and loosely butted at the edges, when there should be solid boards and lap joints. Some of the houses have no building paper or its equivalent, some have one course of the building paper and a few have two, but very few courses are laid with care to serve as an insulation. Two courses of paper in face contact are, it should be stated, inferior to one course with the sheathing and one course woven in and out over the studding; or, to one course with the sheathing and one course on the inside of the studding, with strippings under the laths to bring the plaster free from the paper surface. Again, suppose the wall is well protected against leakage, but the upper and lower ends of the spaces between the studs are open; in this case there is freer escape of air upward between the inner and outer layers of the wall and the heat that should be kept within the room is dissipated in this air current and lost to the attic, and the conditions are worse than the open wall in that the heat is lost and there is no corresponding physical benefit from leakage.

Another feature of house design that is frequently fatal to the plans of the heating engineer is the overhanging room with only one thickness of seven-eighth-inch flooring on the room and light ceiling over the porch. This always gives a cold floor that is not only uncomfortable to the occupants, but eliminates heating possibilities on cold days. These remarks do not apply, of course, to sleeping porches with no heat. If an overhanging room is desired, be sure to provide for a well-insulated floor.

One feature of house construction that reflects against the builder rather than the architect is the loose construction around the windows. The owner wishes free moving sash and the workmen give him everything he could desire in this regard. But how about the person who is expected to inhabit the room on a zero day when the wind is blowing a 20-mile velocity? I have caught snow in my hand at a distance of two feet from a tightly locked window in a house supposed to have better than ordinary construction. Window strips, metal weather strips and storm windows may be urged. Storm windows, top hung, give satisfactory insulation during the cold days and at the same time provide ventilating possibilities on moderate days. An average nine-room house can be supplied with good storm windows, west, north and east, for an expenditure of from \$75 to \$100, and the coal saving will pay for the first cost in two years' time. Such storm windows are no hindrance to open-window ventilation when desired.

Next, let us look at the chimney. Several points in common practice among architects tend toward inefficiency. The outside chimney, in spite of its possibilities toward exterior ornamentation, is not a good draft producer because of the chilling effect of the outside air.

Another point, chargeable principally to the owner, is the low basement ceiling that reduces the pitch of the steam mains or warm-air leaders to a minimum. If the average householder realized the importance of extra pitch to the pipes in the basement, he would let loose of enough additional capital to guarantee a ceiling height of eight feet instead of six feet, as is so often found.

It is not possible to develop a campaign of education in such a way that the average man who may be contemplating building himself a little home may become more informed on these vital points that are so necessary to co-ordinating the heating and ventilating features with the building construction, and in that way develop an independent thinker who will not be wholly at the mercy of the unscrupulous promoter or the uninformed individual who frequently poses as an architect or engineer?

May the time soon come when we will build our houses to serve as homes and not as private cottages.

## ROADS AS PRIVATE FRANCE TWICE

Had It Not Been for Radiating System Germans Would Have Reached Paris.

Good roads have twice saved France in the present war, observes Farm and Fireside. Had it not been for the radiating road system maintained by the French government, the Germans would have won the battle of the Marne and reached Paris. The Germans calculated on only three divisions being sent out from Paris to stop the invasion. Instead, the excellent system of highways made it possible for five divisions to be sent to the front.



Repairing Highway in France.

this front. Again, shortly after the battle of Verdun started, the French railroad which was to furnish many of the supplies to the troops was destroyed. The French government, however, had a macadam road 32 feet wide on which four lines of traffic, two in either direction, were maintained. Day and night 14,000 motor trucks carried men and equipment.

The traffic never stopped. When a hole was made in the road, a man with a shovel of rock slipped in between the lines of trucks and threw the rock

the truck roll the rock down. Then another man would follow his example, and so on until the hole was filled. Trucks that broke down were shoved aside and repaired almost instantly. Had the French depended on their railroad or on poor highways the Germans would have won the battle. There are few places in which good roads will win great military victories. But there are many places in which they will win great victories in time of peace. Whenever a crisis—military, economic or social—occurs, the life of a community, the condition of the road is a significant factor in determining whether the community will go up or down, forward or backward. The community with good roads is the community that will deliver the goods when the necessity comes.

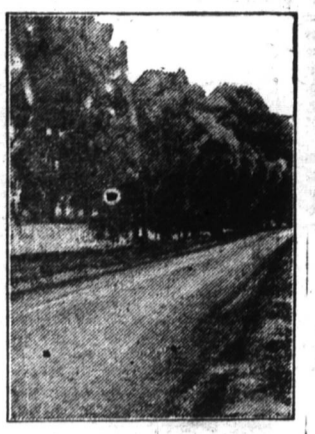
## IOWA DOES GOOD ROAD WORK

Lincoln Highway Official is Pleasing With Progress—Each County Preparing to Aid.

That good work is being done in the improvement of the Lincoln Highway through Iowa is the assertion of H. C. Ostermann, field secretary of the Lincoln Highway association. Mr. Ostermann recently made a trip of inspection through the Hawkeye state and the results were more than satisfactory to him.

On his journey across the state the Lincoln highway association was accompanied by D. E. Goodell of Tama, Ia., state consultant of the Lincoln Highway association, and Thomas H. MacDonald, J. W. Holden and H. C. Beard of the Iowa state highway commission. Enthusiastic and well-attended Lincoln highway meetings were held at numerous points across the state; a splendid program of Lincoln highway improvement was revealed by the reports submitted at these meetings. Covering the most important developments, Mr. Ostermann states: "Seventeen miles of the Lincoln highway in Clinton county have already been gravely with federal aid funds; applications for federal aid funds have also been made by Cedar and Pottawattomie counties, and similar applications will be filed in the immediate future by Linn, Tama, Ben-

ton and probably Crawford counties." A Lincoln highway seedling mill is now under way in Linn county, and existing arrangements call for the complete graveling of all the rest of the Lincoln highway in the county. In a similar fashion the plans in Marshall county call for the graveling of every foot of the Lincoln highway from county line to county line. Story, Boone and Greene counties are practically all gravelled at the present time and an all-weather road is reported. The visiting officials found that Crawford county had spent more money than any other county in the state in grading the Lincoln highway. Field Secretary Ostermann and State Consul Goodell expect that by



Good Stretch of Road in Iowa.

the end of 1918 there will be 1,000 sustaining members of the Lincoln Highway association in Iowa. Plans for the permanent marking of the route across the state were discussed with the various local officials, and consultants of the national association, and each county in the state is preparing to aid in financing this project to the extent of \$300. A start has been made in this direction, following the action of Pottawattomie county in voting \$200 for this purpose, to which the city of Council Bluffs has added \$100.

The importance of the Lincoln highway improvement in Iowa was attested by the presence and interest of State Engineer MacDonald and his associates at the various meetings.

## REPAIRS NEEDED FOR ROADS

Necessity and Desirability of Eliminating Holes and Ruts Should Be Brought Out.

In order that the roads may not be entirely destroyed or put into a condition requiring complete rehabilitation the government ought to impress upon states, counties, cities, villages and townships the necessity and desirability of eliminating every mudhole, every depression, by filling in; it should also require complete rehabilitation of cutovers and bridges be kept in a reasonable state of repair and it should command that every highway should be dragged after every rain, that high spots may be eliminated, low spots filled and the roads made as smooth and safe as possible with this temporary scheme to aid, as far as possible, transportation over public highways.—Pitt and Quarry.

## TROPHIES FOR ROAD MAKERS

Manitoba Adopts Unique Plan for Increasing Good Highways in That Province.

The present European struggle demonstrates in no uncertain fashion the advantages of good roads, and proves conclusively that the highways allowing the most traffic and standing the most wear are equally important whether they were built during the reign of the Caesars or the present day.

To stimulate the good roads movement the Manitoba government is doing its best in every way. Many roads have been put under the highways act, which means that the government is willing to go 50-50 with any progres-



One of the Trophies Provided by Manitoba to Increase Interest in Good Roads.

sive municipality as far as the making of its roads are concerned. To further stimulate the good roads idea the Manitoba government has had made two silver trophies, to be competed for annually through the province, one for gravel roads, the other for earth, says Manitoba Free Press. Both bear on their surfaces a hand-wrought scene, showing in relief the Appian way, over which St. Paul passed on his way to Rome and which still is in use. The trophy for the earth class has, in addition to the Appian way scene, a log drag with horses attached.

## Looks Years Younger—No Gray Hair.

It seems so unwise to have gray, faded or lifeless hair that days ago that Q-ban Hair Color Restorer, will bring a natural, even, dark shade, without detection to gray or lifeless hair. It is a safe, pleasant, and effective hair restorer, and is in abundance without a trace of gray. Apply Q-ban—guarantees to bring back to you the color of your hair. It is not saturated with dyes, but is a natural, healthy, and safe hair restorer. Try Q-ban Hair Tonic, Little Champ and Soap.



Q-ban Hair Tonic. Dixon's Hair pencils are the best. Try them and be convinced. They are for sale at this office.—5c.

## HOSPITAL THAT FARMER SAVE EVERY BIT OF FARM MANURE DURING WINTER



PROPER WAY TO APPLY MANURE TO LAND.

(Prepared by the United States Department of Agriculture.) Late fall—any time before the ground freezes—on most farms is the easiest time to provide for making the most out of the home supply of manure. And this year, when commercial fertilizers are high in price or impossible to obtain, it is doubly essential that we save every bit of the farm manure. "Apply as fast as made" is the best rule before the ground freezes, and even later than that on level ground. But in hilly sections the farmers doubtless are right in thinking there is too much loss from the manure washing down the hillside after the ground freezes, or on the snow. Then, too, in the North the snow is sometimes too deep for hauling to be practical.

**Pit for Storing.** Most literature on the subject of pit building for manure storage is based on using concrete for material. While this will usually pay if capital is available, many farmers feel they do not have the money to put into it. Fortunately there are other ways that will help greatly with little or no cash expense. If a roof is already available under which to store the manure, the ground should be leveled, or, better, made to slope toward the center. Then, if the soil is sandy or loamy, the surface should be removed to a depth of six inches or so and the heaviest clay procurable put in. After spreading a

## SHEEP ON SMALL SCALE PAY

European War Has Developed Very Important Enterprise for the New England Farmer.

(Prepared by the United States Department of Agriculture.) Conditions created by the European war have made sheep raising on a small scale a very important enterprise for the New England farmer, so situated as to take advantage of the economic conditions. Prior to the recent remarkable advance in prices of wool and mutton, sheep raising in New England was comparatively unprofitable, but now, under certain conditions, a revival of the industry seems desirable. A study made of sheep raising in the New England states by specialists of the U. S. department of agriculture it was found that this industry when conducted on a small scale was more profitable than dairying. They therefore recommend that sheep replace the unprofitable cows and that the industry be given more attention in sections unfavorable for dairying. Kept in small numbers, sheep do not replace other kinds of live stock but are kept in addition to the regular quota of other stock on such farms as have available pasture. It was found that regardless of whether sheep were kept in conjunction with dairy or with beef cattle, farms with sheep have practically the



Good Type for Any Farm.

same kinds and numbers of other live stock as did farms without sheep. Moreover, farms with the sheep had an average of 15 more acres of pasture than did farms without the sheep, warranting the conclusion made by the specialists that sheep in New England have not been kept to the exclusion of other live stock but have been kept on farms with large pasture areas to utilize the extra pasture available. Though sheep raising as now conducted on the farms studied is a profitable business at present prices, the specialists that sheep in New England could, with better care, make the business a much more profitable one even under normal conditions and without the artificial stimulus to prices given the war. By proper care in breeding and feeding, the lambing rate could be increased one-third and the wool clip 15 per cent, which at present prices would mean an increase in receipts of nearly \$3 per sheep.

## SMALL OR BIG SHEEP FLOCK

Many More Animals Can Be Kept With Little Added Labor—Overhead Charges Are Less.

(Prepared by the United States Department of Agriculture.) The economical disadvantage of a very small flock lies in the fact that the hours of labor are practically the same for a dozen or 20 ewes as for the larger flock. The fencing to allow desirable change of pastures or to give protection against dogs is about the same in either case, so that the overhead charges per ewe are much smaller in the case of the larger flock. Furthermore, the small flock on a farm having large numbers of other animals is usually too small to justify the attention really needed or that would be given to one of the chief sources of the farm income.

**LOADS AT END OF GOOD ROAD** Double Amount of Team Power Required to Haul Wagons Over Improved Country Highway.

To see what happens at the end of the good road, a public road specialist of the department of agriculture recently had observations made in different sections of the country. Observers

noted many country-bound teamsters who drove two loaded wagons, hitched one behind the other, to the end of the good road, where they left one wagon by the roadside to be hauled later, and devoted to hauling a single wagon over the unimproved highway. Farmers bound for market frequently were seen to haul wood and similar products to the beginning of the good road, there dumping them and returning for a second load. When this arrived, the two loads were consolidated and easily hauled by a single team the remaining distance to market over the improved road.

## MAKE SOFT CHEESE AT HOME

Only Simple Equipment Needed to Manufacture Neufchatel and Cream in Small Quantities.

(Prepared by the United States Department of Agriculture.) Neufchatel and cream cheese, two of the group known as soft cheese now made almost exclusively in factories with extensive equipment, can be made at home. The method is simple and does not require elaborate equipment. It offers an excellent opportunity for the disposal of surplus milk on the farm and enables farm housewives to make a fresh, wholesome and attractive food at home.

Neufchatel cheese should be made from whole milk that tests about 4 per cent and cream cheese from milk testing 6 per cent buttermilk. Both are made in this way: To a quantity of 30 pounds, or 8 1/4 gallons of milk, add a pint of good starter or clean-flavored sour milk and stir well. Warm the milk to between 80 to 88 degrees F. Then add eight drops of rennet which has previously been dissolved in a cupful of cold water. Stir in thoroughly and set the milk aside to curdle. Powdered pepsin (one-half the size of a pea) or one-third of a junket tablet may be used in place of the rennet. The cheese may be made without a starter, in which case the milk should be ripened (allowed to stand at 70 degrees F.) for six or seven hours before adding the rennet.

After 16 to 18 hours, the time usually necessary for proper curdling, pour the milk into a drain cloth and allow to drain from two to four hours or until practically no whey drips from the cloth. Then place the bag of curd between two clean boards, put a 30-pound weight upon it and let it stand for six or eight hours. Remove the curd from the cloth to a pan. Sprinkle two level teaspoonfuls of salt over it, and thoroughly mix with a potato masher until it has a smooth buttery consistency. Run the cheese through a food chopper or working it with a butter worker produces the same result. The cheese should then be placed in a crock or enamel dish until ready for use and kept at a temperature of 60 degrees F. or below. If it is to be sold, it should be molded into small packages and wrapped in tinfoil, or packed in glass jars.

In nutritive value these cheeses compare favorably with other staple foods, especially meat. They are rich in protein and fat and are easily digested. Perhaps the most desirable ways to serve them are in the forms of salads, sandwiches and in combination with other foods such as olives, green peppers, pickles, etc., and nearly all fruits.



Cheese Wrapped in Proper Way.

Full Value From Silage Cutting Before Soft Dough Stage is Reached is Not Good Practice.

(Prepared by the U. S. Department of Agriculture.) Cutting corn for the silo before it is ready to go is a general practice. The full feeding value of the crop cannot be obtained until the soft dough stage is reached. The lower leaves will be dead, some of the husk will have turned brown, and the ears will be hard, but the stalks and upper leaves of the plants will still be green and succulent. Cutting before this time is like marketing cattle or hogs before they are finished.

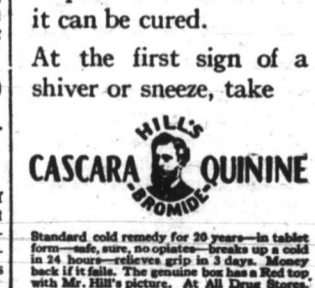
## OAT AND PEA SILAGE TESTED

Experiments Conducted at Wyoming Station Demonstrate It Can Be Substituted for Alfalfa.

Cattle-feeding experiments at the Wyoming experiment station indicate that oat and pea silage can be substituted for alfalfa hay at two pounds of silage to one pound of hay. During 113 days of the winter of 1915-16 growing hifers with oat and pea silage in the ration made an average daily gain per head of two pounds, costing 8 1/2 cents daily. Without silage they made an average daily gain of .86 pound of a ration costing 9 1/2 cents per day. Ten pounds of silage more than replaced five pounds of alfalfa.

## Spanish Influenza can be prevented easier than it can be cured.

At the first sign of a shiver or sneeze, take



CASCARA QUININE

**Net Contents 15 Fluid Ounces**  
**900 DROPS**  
ALCOHOL—3 PER CENT. A Vegetable Preparation which simulates the food by regulating the Stomach and Bowels of INFANTS CHILDREN  
Thereby Promoting Digestion, Cheerfulness and Rest. Contains neither Opium, Morphine nor Mineral. NOT NARCOTIC.  
A Helpful Remedy for Constipation and Diarrhoea and "Over-sensitiveness" OF SLEEP resulting therefrom in Infants.  
The Similar Signature of Dr. J. C. Williams  
THE GENUINE GENUINE NEW YORK.  
At 6 months old 35 DROPS—35 CENTS  
Exact Copy of Wrapper.

## Summons by Publication

North Carolina, Alamance County, in the Superior Court, January Term, 1918.  
Alice Hill, Plaintiff,  
vs.  
James Hill, Defendant.

The defendant above named will take notice that an action on the title as above has been instituted in the Superior Court of Alamance County for the dissolution of the marital bond between the plaintiff and the defendant; and said defendant will further take notice that he is required to appear at the term of the Superior Court of said county, to be held on the sixth Monday before the first Monday of March, 1918, at the court house in Burlington Township, and answer or demur to the complaint in the said action, or the plan will apply to the court for the relief demanded in said complaint. This November 12, 1917.  
J. D. KERNOLLE,  
Clerk Superior Court

## DO YOU WANT A NEW STOMACH?

If you do, "Digestion" will give you one. For full particulars regarding this wonderful remedy which has benefited thousands, apply to  
HAYES DRUG CO.  
PATENTS  
Trade marks and copyrights obtained for no fee. Send marked envelopes or photos and descriptions for free information and report of patentability. Bank references.  
PATENTS BUILD FORTUNES.  
If you have an idea that will invent and save you money. Write today.  
D. SWIFT & CO.,  
303 Seventh St., Washington, D. C.

## ADMINISTRATOR'S NOTICE

Having qualified as Administrator of the estate of ALVIN DIXON, deceased, I hereby notify all persons holding claims against said estate to present the same, duly authenticated, on or before the 15th day of Nov., 1918, or this notice will be deemed to have been received and all persons indebted to said estate are requested to make their payments to me on or before the 15th day of Nov., 1918.  
H. W. VINCENT, Adm'r.  
of Alvin Dixon, dec'd.  
14nov17

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## NO PROFIT IN STAR BOARDER

Feeds Are Too High Priced to Waste Them on Animals That Do Not Earn Their Living.  
Klick out the star boarder. This is not the time to feed animals that will not work. Feeds are too high priced and too much needed for the winning of the war to waste them on slackers. Nearly every farm has one or more animals that are not paying for their feed and care. They may be in the beef herd, in the cow stable or in the hog lot. Try to spot them and get rid of them before they "eat their heads off." It is the patriotic duty of every breeder of live stock to sell the butcher any animal that fails to give satisfactory returns on the feed consumed.

## Annual Cost of Roads.

Road construction and maintenance in the United States involve an annual outlay of over \$300,000,000, a sum which, if capitalized at 5 per cent, would represent an investment of \$6,000,000,000.

## Good Roads Essential.

Good roads are absolutely essential to progressive farming and satisfying country life. The best farmers cannot afford to live where there are no roads and no means of marketing what they produce.

## CASTORIA

For Infants and Children  
In Use For Over 30 Years  
Always bears the Signature of Dr. J. C. Williams

**CASTORIA**  
For Infants and Children.  
Mothers Know That Genuine Castoria Always Bears the Signature of Dr. J. C. Williams  
In Use For Over Thirty Years  
**CASTORIA**  
THE GENUINE GENUINE, NEW YORK, N. Y.

## Used 40 Years

**CARDUI**  
The Woman's Tonic  
Sold Everywhere  
NOTICE OF MORTGAGEE'S SALE OF REAL ESTATE.  
Under and by virtue of the power of sale contained in a certain mortgage executed by R. T. Shortner, and his wife, Lulu Shortner, to Claude Cates, on April 16, 1917, for the purpose of securing the payment of a bond of even date therewith, which bond and mortgage was by Claude Cates duly transferred to the Alamance Insurance & Real Estate Company, on June 16, 1917, and default having been made in the payment of said bond at maturity, the undersigned will, on

## MONDAY, JANUARY 6, 1918

at 12 o'clock A. M. offer for sale at public auction to the highest bidder for cash, at the court house door of Alamance county, at Graham, N. C., a certain piece or tract of land lying and being in Alamance county, North Carolina, in Burlington Township, and described and defined as follows: Beginning at a rock in the road corner with John Morton and William Boon, and running thence S. 16 1/4 deg. W. 2 chs. 40 links to a stake, corner with Baxter Day; thence S. 85 deg. W. 4 chains 25 links to a stone; thence S. 3 1/4 deg. E. 2 chains 20 links to a rock, corner with William Boon; thence N. 85 deg. E. 4 chains 75 links to the beginning; containing one acre, more or less, upon which is situated a 3-story frame dwelling.

## CLAUDE CATES, Mortgagee.

Alamance Insurance & Real Estate Company, Assignee of Mortgagee. This December 4, 1918.

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14nov17

## EXECUTOR'S NOTICE

Under and by virtue of the power of sale contained in a certain mortgage executed by R. T. Shortner, and his wife, Lulu Shortner, to Claude Cates, on April 16, 1917, for the purpose of securing the payment of a bond of even date therewith, which bond and mortgage was by Claude Cates duly transferred to the Alamance Insurance & Real Estate Company, on June 16, 1917, and default having been made in the payment of said bond at maturity, the undersigned will, on

## SATURDAY, JAN. 11, 1918

the following real property, to-wit: The south one-half of the lot on which the home of the late Adeline Tinnin is situated, on North Main Street in the town of Graham, and adjoining the said North Main St. John B. Montgomery, and others, and being one-half of the said lot of the late Adeline Tinnin. This is a re-sale and bidding will commence at \$500.00. Terms of Sale: One-half cash and one-half in six months. This Dec. 15, 1918.  
J. B. MONTGOMERY,  
Ex'r of Adeline Tinnin, dec'd.

## EXECUTOR'S NOTICE

Having qualified as executor of the will of J. W. Teague, deceased, I hereby notify all persons holding claims against the said estate to present them, duly authenticated, on or before the 15th day of December, 1918, or this notice will be pleaded in bar of their recovery; and all persons indebted to said estate are requested to make immediate settlement. This Nov. 28, 1918.  
CLAY TEAGUE, Ex'r of the will of J. W. Teague, deceased.  
Route No. 3, Liberty, N. C.  
28nov17.