

FIGHT IS FOR MASTERY OF SEA

This Has Been England's Since Defeat of Armada in 1588—Result Certain.

(From the New York World.)

It is over two weeks since the announcement was made that the English fleet of the North Sea had left Portsmouth under sealed orders to meet the German fleet. The impregnable veil of the censor, sitting in London and controlling the enemy's press as well as his own, was lifted for this brief statement. Then it fell again. The outside world cannot pierce it. There are no correspondents on board the warships in the North Sea to send news of their movements through.

Nothing more is supposed to be scattered through the North Sea, so despised by the enemy, that it is supposed that the British fleet is still being supplied with food by vessels from the Scandinavian peninsula.

Rumors are heard that the German fleet has sailed for the Heligoland, and that the British fleet has moved to meet it there.

It seems reasonable if the Germans had met with actual reverses upon the sea, that the British would be ready to publish them. If the Germans have had successes the censor could hardly be expected to advertise the fact. Everything is fair in love and war, says the old adage. Love is always with the world; there are daily reminders and the world has now to learn anew that in war also everything is fair.

Finished Products.

The two fleets in the North Sea are in their intricacy of construction and their death dealing facilities the finished product of all the ages of maritime warfare—warfare which is as old as the sea and as old as mankind. Fighting for the supremacy of the sea today warfare will not, as in the past, be confined to the surface. It will have the assistance of mysterious craft plying to and fro in the submarine, while airship and aeroplane will strike their deadly blows from the upper air.

It was three hundred years ago that Francis Bacon told the English people—"He that commands the sea is at great liberty and may take as much as he will of the world as he will, whereas those that are strangers by land, nevertheless, often in difficulties." This truth was not new to Bacon's age, the age of Frobenius, Drake, and Walker Raleigh. It was then as now, the existence of nations and the existence of war. Primitive man soon learned it by bitter experience—his conquests on land swept away by an enemy sailing triumphantly upon the water, stealing upon his defenseless shores to despoil him and make him a slave.

Must Gain on Sea.

Germany under William II's ambitious for supremacy in Europe. The world is watching the great land battle in Belgium where another Waterloo may be fought, the Germans against the combined armies of the French, English and the Belgians. If Germany loses this land battle, her ambition can yet be satisfied if she gains in her warfare upon the sea. If she gains the battles fought on land, she must still await those of the sea to limit her power on land if she is defeated at sea. England holding the command of the sea could virtually hold the command of a Germany victorious only upon the land.

In the battles deciding the command of the sea, the world's history has had its turning points. The naval battle of Salamis was fought B. C. 480, and its victory saved Greece from the Persian domination under the Persians. The naval battle of Actium was fought B. C. 31, it overthrew Anthony and Cleopatra and overthrew as well their plan of making Alexandria in Egypt the capital of the Roman Empire and shaping its destinies by Eastern instead of Western ideas. The victory of Actium made Octavian dictator of Republican Rome and its date, September 2, 31 B. C. is given by historians to mark the end of the Roman Republic and the beginning of the Roman Empire, which in one form or another, lasted until Napoleon's time.

Where England's Sea Power Began.

Two Sicily, rule of the other Empires. The defeat of the mighty Spanish Armada of Philip II. King not only of Spain, but of Portugal and of the pearl lands and "Lord of the Indies," the sovereignty of a widespread maritime empire in Asia, Africa and America, won by a hundred years of bravery and adventure by soldiers and sailors under Columbus, Vasco da Gama, Cortes, Pizarro and Albuquerque—the defeat of the Spanish armada by the English in 1588, when Elizabeth was queen, not only saved England to the English, but saved English civilization to the Western World of America. It begins also the story of England's great power upon the sea, to which she owes her vast empire today, as well as teaching her—and all other nations—that the defense against invasion lies not alone in armies upon the land, but also in ships and sailors upon the sea.

Great Britain was again rescued from invasion, and this time from the domination of Napoleon I, by the battle of Trafalgar in 1805. "England will be ours; six centuries of shame and insult will be avenged," said Bonaparte, anticipating naval conquest. But Nelson, on his old flagship Victory, flying the famous signal, "England expects every man will do his duty," giving up his own life in following its dictates, wrote another page in the history of the command of the sea and started Great Britain anew upon her triumphant progress.

Steam Launched at

Before Napoleon's European power had waned, and engineer of Irish-American stock, Robert Fulton, went to Paris to persuade him to adopt steam propulsion in his navy. Napoleon was amused at Fulton's teakettle device—and England was spared the necessity of another Trafalgar. Toward the close of the Crimean war, a

Swedish engineer living in the United States, John Ericsson by name, sent a model turret ship of what became Napoleon II's design for a small ark named afterward as the Monitor type. Ericsson wanted nothing but to help France against Russia, the ancient enemy of Sweden. Napoleon dejected the offer with a letter of thanks—and Ericsson's Monitor was the surprise which turned naval history in the Civil War, defeating the iron-clad from Massachusetts of the Confederates at Hampton Roads and insuring a revolution in naval policy and practice.

The victory of 2,000-ton and Schervon on the Spanish coast under Germany on September 15, 1895, in the streets of the harbor, a surprise that led to a fleet of ironclads. But the real triumph came at Manila, in 1898, when the Spanish fleet was destroyed.

The Measure of Success.

Then on May 27, 1900, when Russia and Japan were in war in Eastern waters, Admiral Togo began the great naval battle of Tsushima, the Japanese fleet under his leadership, in the straits of the Korean. "The rise or fall of our empire depends upon today's battle. Let every man do his utmost." It was a hundred years after Trafalgar, Japan swept the Russian fleet from the sea at Tsushima and swept it from Eastern waters. Japan's place among the great powers of the world dates from that naval victory.

Should Germany be able to obtain such a victory in the North Sea against the British fleet, it would raise in importance, in her empire building, to a Trafalgar or a Tsushima.

Great Britain's natural enemy in the North Sea is France, this being determined by geographical position. From the shores of France, separated from her only by the narrow English Channel, Britain has been invaded time and time again. The Roman legions reached her shores that way, bringing her under Roman subjection and keeping her there for several centuries. William the Norman crossed over from France and landed at Hastings in 1066, imposing his rule upon the country and establishing a line of sovereigns which have, in one branch or another, reigned in the country ever since. William of Orange, the Protestant grandson of Charles I, landed upon English shores at Torquay, near Plymouth, November 5, 1688, to assume the English crown and reign as King William III.

England's Eyes on France.

England's naval defenses of the British fleet has until very recent times always been directed with its eye upon France. The Tenthons across the North Sea were not especially feared. The old Vikings of the North had come into England by that way, but centuries of security from their descendants, too weak for an invasion of any powerful country, eliminated any North Sea problem in British statecraft. The little island of Heligoland, which Great Britain possessed near the coast of Denmark, was not counted of any particular value. For its ownership many searovers had fought in other days, but it had become finally a settled fief of the Dukes of Schleswig-Holstein, who were kings, also, Denmark. Many times they pawned it to the free German city of Hamburg for loans advanced. The English seized it in 1807 and held it until Denmark formally gave it up in 1814, but the seizure was more one of general British policy, which took everything it could get upon the seas, than for any specific benefits to be obtained.

Deep-Laid Plans

Prussia, which had obtained Schleswig-Holstein from Denmark, by the war of 1864, gave England no inkling of its deep laid plans with regard to that small island of Heligoland. In 1890, when England decided that it would like to check the growing power in East Africa of the ambitious young German empire, and accordingly dominated Zanzibar, which Germany owned, but which she was too weak to hold against an English desire enforced by arms, Germany quietly gave it up and asked in compensation the tiny island of Heligoland.

Bismarck, in retirement, stormed against William II's action, saying that in relinquishing Zanzibar Germany yielded to the ground its hopes of building up a great German state controlling the whole of East Africa. British statesmen were correspondingly jubilant over their "bargain." The Kaiser, then two years upon the throne, was diplomatic enough to keep silent. He spoke in eloquent terms of the bond uniting him to Great Britain through his grandmother, Queen Victoria, who had manuevered the transfer of Zanzibar for Heligoland, and who was just as jubilant over the British "bargain" as were her statesmen.

Heligoland Invaluable.

It took a considerable period for British statesmen to awaken to the fact that William II had set himself to the task of accomplishing for the German fleet what the Greman fleet what his grandfather, William I, has accomplished for the German Army. Heligoland became a new naval station off the mouth of the Elbe. The old-fashioned English batteries were replaced by armored turrets mounting guns of heavy caliber. The largest ships can safely ride at anchor in its harbor. It has become of the utmost importance to the German navy and the story of its transfer can be used to illustrate in a brilliant example the popular description of the Kaiser as "Germany's best commercial traveler."

If England owned Heligoland today she could practically command the North Sea on both sides because she could use it as a naval base for her own ships, could gather there in protection of its fortresses as great a fleet as she would need to overawe the Germans. From Heligoland, England could invade Germany, probably with ease and success. If she had a naval fortress there today it could serve to guard her from Germany in the same manner as the German fortress at Metz, on the frontier of France, guards Germany from that enemy.

Wilhelmshaven, the chief naval station of the Germans, dates as a Prussian possession only from 1858, when it was bought from the Grand Duke of Oldenburg. The construction of the harbor and town began in 1853 and lasted until 1894, and since then a large, new harbor has been built for war vessels in commission which excels over an area of 170 acres. New docks have been built from time to time, the latest ones, completed in 1907, being capable of containing the largest battleships. The three magazines in the old and new harbors are sheltered by long rail masonry piers, and the water organization of docks, building ships, machine shops, and in the Government dockyard, which is enclosed by a heavy wall with a four-acre, well-forested by strong fortifications.

Power of the Kiel Canal.

If the report should prove to be true that the British fleet has been ordered to the North Sea at Wilhelmshaven, it is difficult to see where the special advantages lie to the British fleet. The Germans ought to be able to say calmly to the British fleet that they may not be able to do so, but they would still be in a position to do so through the Kiel Canal, which runs from Kiel to the River Eibe and connects the Baltic and the North Sea. Germany's largest and finest war vessels can pass through the Kiel Canal from the Baltic and any merchant marine which plies the ocean can get through the same way to bring her food. In the Baltic she has a long stretch of coast well fortified, and friendly, Teutonic peoples in the Scandinavian Peninsula who would be likely to give her covert assistance against the slight menace of a powerful Russian Baltic fleet.

The Entente Cordiale with France having dismissed the hourly specter of an invasion from the English Channel, Great Britain has had, for 10 years or more, the bugaboo of a German invasion from the North Sea. Her coast defenses are, however, numerous and so strong that it seems amusing that she should be afraid. But the bugaboo is a reality, as any one knows who has lived for any length of time in the country, reading the books published on the subject, seeing the plays at the theater intended to arouse the people to their danger, and listening to the eloquent addresses in Parliament along the same line.

England's Fortified Harbors.

At Portsmouth, seventy-four miles south and east of London there is a great naval station and arsenal made up of an aggregation of four towns, Portsmouth, Portsea, Landport and Southsea. They occupy two inlets of the English Channel and the harbor opens into Spitehead, one of the arms of the Channel separating the Isle of Wight from the mainland. Spitehead, in its turn, is also fortified and it has been the scene of many splendid naval pageants, organized to spread abroad the news of the mighty strength of the British Navy.

Dover is now so strongly fortified that any enemy would find difficult in reaching England through its straits. In 1896, the construction of an artificial harbor for naval purposes, when the England ghost had begun to walk abroad in England, three powerful forts in defense of the harbor were built, being opened in 1900.

The great port of Hull on the Yorkshire coast, which is the chief emporium of trade between Great Britain and Northern Europe, is carefully garrisoned by the fortifications along the Humber River. Plymouth Harbor and Plymouth Sound are flanked on the east and west by high ground, upon which are built forts that command the harbor and all of its approaches. Harwich, in Essex, seventy-four miles northeast of London, has harbor defenses constructed by nature, but reinforced by the best modern naval engineering. These are batteries at Harwich and opposite Harwich and modern defense works on Sholety point at the fork of the two estuaries on its small peninsula. In the fort itself there are defense works with heavy modern guns which command the main channel, a point of defense since the time of James I, coincident also with the time of William of Orange, who, having made a successful invasion himself of England, strengthened the coast defenses to keep others from following his example.

And, Yet, Where Is Nelson?

The Scottish coast extending into the North Sea is also fortified against invasion at various points, these having been increased in number and multiplied in strength of recent years for fear of the Germans. The idea that the Irish people would welcome the enemy of the empire and assist him to affect a landing from the Irish Sea upon the English coast is not seriously entertained by many people, but it is understood that the British Admiralty Board has thought of it as a possibility, if not probability, and is prepared for even this contingency.

Naval history all goes to prove that an insular nation like Great Britain, surrounded on all sides by coast line, will maintain itself as a naval power much longer than any other, that, in fact, such a State can alone become a maritime power. Germany would thus be handicapped at the very beginning by her geographical position and her one coast line in her ambitions to build up a mighty power upon the seas. England has addition to her navy larger than Germany's, a naval history of famous battles and naval heroes. Germany has none, never before having had a navy.

But in weighing the prospects of victory for one side and then for the other, in the struggle in the North Sea for mastery of the ocean, one must not forget how naval victory has always been obtained. It has not been through the highest perfection of mechanism in war vessels, nor always through numbers, but through the highest bravery of the sailors upon them and the courage and heroism they have displayed under a commander who could most deeply inspire them.

The English admiral of the fleet, Jellicoe, may be another Nelson, but if he is, the world does not know

A LOOK AT THE WAR

As is often remarked it is the biggest war of all history and the victors of it will come to the side that despises the men. On land there has never yet such a fighting machine as the German army. It has the discipline instilled by Frederick the Great brought down to the moment, and for military technique its equal never was in existence. A lack of mechanical, such as Gat which characterized the troops of Grant and Lee, and the more important, the principle of the machine gun, the most formidable army that the world has ever seen, and can only be checked by a similar machine, and the only way to get the victory.

How will it come out? Let us see. Suppose Germany wins—suppose France wins—suppose peace is made. It will not be until the Continental Congress at its last as it was at Napoleon's first at 1814, there is what we will decide.

Norway, Holland and Belgium shall be incorporated in my empire. Thus I shall have Copenhagen, Rotterdam and Antwerp for seaports. I will take all the cream of what France has got in Africa. Then Pan-Germany will rest and incorporate and we will annex the Balkans, including Turkey in Europe and Constantinople, to do which we will have to hit Russia again. England must take her place as a second class power. France will be reduced to third class and shall "bleed white" in way of indemnity.

That is the stake Germany is playing for; unless they can kill or cripple that army the Kaiser has she will win. It all depends on the man.

Now suppose the other side develops the man and beats Germany. What would follow? Peace will be made at Berlin and Germany prostrate. Alsace-Lorraine will go back to France automatically, and Luxembourg will fall in for good count. Schleswig-Holstein will be returned to Denmark, Russia will take Prussian Poland, Hanover will be constituted an independent kingdom and this Germany will be bottled up as she was for so many centuries.

But there are a heap of "ifs" and the biggest one, possibly the insurmountable one, is the defeat of that German army.

Thus three great nations—Germany, France and England—are fighting, each with a rope around her neck, defeat means next time to death. As for Belgium, Holland and Denmark, they are pawns in the game, and their fate will be determined by the victor. Some of the military experts think it will be a long war. Then, God help this world. Civilization will be retarded in its march a century if this war shall last two years. Already it has hurt our country frightfully. Soon his disastrous effects will be felt in every city, town, village, hamlet and farm in the United States, and what it will be in Europe, even in England, we can scarce imagine.

It is all about markets. England has got most of 'em. Germany must have some of 'em. Would it not be good, grand, if the thing could be fought out with prices rather than with bayonets. In the end, when man shall "learn war no more," the battle be determined by prices, and "cheapest" will be the Bismarck of the day, the Napoleon, the conqueror. When every tongue and people shall adore free trade a war will be an impossibility. There will be no armies, no navies to fight. All peoples will set about the creation of those articles of merchandise they can make cheapest and exchange their products for what others can fashion cheapest.

The world is far from civilized. We are not yet done with wars and heroes and such. But the day will come when only the good man will be great.

Who will come out victor? It is a toss-up. On form England will command the seas and on form Germany looks to be invincible on land. Yet if Germany has a Nelson, or France a Napoleon, these things would be reversed. Al we can do is to await events. Let us pray that they may come swiftly.

A long war—two years—would carry misery to the uttermost parts of the earth.—Saxovard's letter in the News & Observer.

NO "POWER ON A MOAN"

The New York Herald warns Republicans against the "crooked road called Calamity." This doctrine has been preaching. The Republican is too great a party to be creeping into power on a moan.—Ohio State Journal.

As our Ohio contemporary sees it, the real objection to this kind of warfare is that it makes men who use it fare is that it makes —lofeRP "calamity" for political ends wish it were true, and that of itself helps make it true. "A resort to pessimism," the Journal adds, "is unpatriotic."—New York Herald.

CARD OF THANKS

We want to thank the people of Coleridge for their sympathy and kind assistance shown to us last week in the sad hour of death to our little daughter, Ruby Myrl Lynch.

Also to our kind neighbors and friends on our return home and during burial.

R. F. LYNCH AND FAMILY.

it. The German admiral, on the other hand, is Tiritz, the acknowledged genius of his age, then an who has virtually built the German navy, rising from the ranks of the seamen and making this colossal work the gift of his very heart and soul to his Fatherland. No one would bech surprised if he should prove to be another

THE CATAWBA CO-OPERATIVE CREAMERY

The agitation for a creamery was begun by a field agent of the United States Department of Agriculture, J. A. Conover. Having discovered the resources of the section, and the fact that the farmers, by the old hand churn method, were producing more butter than they could sell, he enlisted the aid of several of the most progressive of the younger farmers.

A cow census was taken, and it revealed the fact that there were between three and four hundred forty good cows within a radius of six or seven miles from Hickory.

Thirty-five typical Catawba "Dutch" farmers assembled in Hickory in response to the call for a meeting. Argument after argument was presented to them by the leading spirits of the movement, and meeting after meeting was held. It was not until the sixth monthly meeting that they were persuaded to sign a note for the initial investment—\$1,500.

Executive officers and a board of directors were chosen. The equipment of a defunct creamery in Alabama was purchased for \$3,000 and installed in a vacant building. A butter maker was employed and the creamery opened for business in June, 1910. The total initial investment was, in fact, only \$1,200.

The separated cream was collected from the farm houses by the creamery wagons. Upon arrival at the creamery the butter-fat was tested by means of the Babcock test. The farmers received a check at the end of each month for the value of the cream they had furnished, as determined by its weight and its proportion of butter-fat.

When the business began the number of patrons was 38. The first month's operation produced sales of butter to the amount of \$940. Three thousand pounds of butter were made during the month. By the end of the first year the amount paid to the patrons had reached \$14,868.

The second year witnessed a marked increase, the number of patrons having steadily grown. The amount paid out for butter fat this year was \$22,015.

The Creamery Company was incorporated August 9, 1912, with an authorized capital stock of \$50,000, \$5,000 paid in. Shares were sold at \$10 each, farmers being the largest purchasers. It is a requirement of the Company that at all times 75 per cent of the stock must be owned by farmers, and at present only ten shares are held by others than farmers. Beginning with the date of incorporation, a sinking fund of one cent per pound of butter was set aside to pay off the original debt. Farmers who are not members of the company are allowed to become patrons of the creamery. These farmers receive one cent per pound less for their butter fat than the shareholders. At present the paid in capital is \$6,000. Only about 25 per cent of the patrons are non-stockholders.

The business of the Co-operative Creamery for the year from June 1, 1912, to June 1, 1913, was as follows:

Total Sales	\$51,935.00
Cream Sales	10,390.00
Butter Made	99,917 lbs.
Butter Fat Received	106,015 lbs.
Average price paid for butter fat	.30

During the first three years of its operation the creamery grew so rapidly that larger facilities became necessary. A new creamery, built after the plans furnished by the United States Department of Agriculture, was opened on September 1, 1913. It is equipped with every modern appliance, noticeably a 1,000-lb. capacity churn. A refrigerating plant provides cold storage for both butter and eggs.

Fifteen creamery routes radiating from Hickory have been established. The farmers separate the cream in their own dairy houses, put it in sanitary eight-gallon cans and the creamery wagons collect it three times a week. Besides the fifteen radiating from Hickory, routes have been established in near-by territory. Four routes radiate from Statesville, in Iredell county, from which the cream is shipped to Hickory. Three of the routes were opened on December 30, 1913, and the fourth on December 15; and by January 1, 1914, the shipments from Iredell county amounted to 1,814 pounds of butter fat, for which the shippers received \$616.76.

The average weekly collection of cream from all sources for December 1913, was 1,600 gallons, produced from approximately 800 cows, by 240 farmers. The farmers who held stock in the company received 34 cents per pound for their butter fat, the non-stockholders receiving 33 cents per pound. The total production for the creamery for this month was 17,000 pounds of butter, or slightly more than 4,000 pounds per week.

The creamery butter commands a price of 35 cents per pound. The farmer who sells his butter fat to the creamery, obtaining 34 cents a pound, receives, according to the creamery manager's estimate, about 28½ cents per pound for butter. This is much more than he would receive on an average from the local produce merchants. A simple mathematical calculation shows a gross profit to the creamery of 6½ cents per pound of butter manufactured. After the expenses are deducted, the farmer, if he is a stockholder, receives his proportionate share of the profits.

The butter manufactured by the creamery is molded into 1-pound rectangular blocks, stamped with the creamery's design, wrapped with oiled paper and packed in pasteboard boxes. It finds a market in Georgia, Alabama, South Carolina, in fact, all over the South. The city of Baltimore, the near-by city of Asheville, and the Florida winter resorts demand a large supply. No more striking proof of the quality of the Catawba county Creamery butter can be found than in the fact that there is never a scarcity of demand for it, no matter how large the supply may be.

The surplus buttermilk is disposed of to the highest bidder or bidders. The creamery began to handle eggs as a side line in September, 1910, and

FARM FACTS

Where there is a silo there is prosperity.

There is not enough of the community spirit among our rural districts.

The laws relating to business are wholly unsuited to the transactions of the farmer.

The waste of effort through impractical methods of farming is the greatest tragedy of the age.

Something is wrong in our marketing system when a small crop brings more money than a bountiful one.

Co-operation between practical farmers and profitable business men will eliminate ignorance and prejudice.

The nation's men must be made up from the fields, pastures, orchards and gardens, and to from intelligently the farmer must know what is needed.

We must give the same care and consideration to a system of co-operative laws, extending to the farmer the facilities adapted to his business that is now afforded corporations.

Farm tenancy is the greatest menace now confronting the nation and can only be checked by affording the tenant and the landlord facilities for acquiring property and by reducing the high rates of interest that are now sapping the vitality of agriculture.

Under the present system of marketing farm products, it is possible, and often occurs, that people in one part of the United States literally starve for the want of a product, while the same product in another part of the nation is wasting for want of a market.

The tailless comet had better beware of this fly infested planet.

This has developed into an important branch of its business. The cream haulers collect the eggs when they collect the cream. The eggs are packed in cartons of one dozen each, the farmer guaranteeing them to be not more than four days old, to have been gathered twice a day, and to have been kept in a cool, dry place. Each egg is stamped with a number and, in case a complaint is filed with the creamery by the purchaser, each egg may be traced by this number to the farmer who packed it. If five complaints are filed against any one farmer, he forfeits his right to sell any more eggs to the creamery.

When this side line was started, two hundred and forty farmers agreed to supply eggs—more accurately speaking, farmers' wives, since they have charge of the poultry. At first they were paid monthly, but this did not satisfy their desire, since it was pin money they wanted. Now, they are paid directly by the collectors. The price paid is from two to four cents above the local store prices. The number of egg patrons is now about four hundred. An idea of the importance of this branch of the creamery's business may be gained from the following figures showing the amount of business from June 1, 1912, to June 1, 1913:

Egg Sales	\$16,431.00
Number doz. eggs received	78,570
Average price paid	.21 per doz.

A car load of eggs shipped by the creamery company to the New York market in January, 1914, represented a total value of \$1,800.00.

The creamery is operated on the true co-operative principle. When the total net earnings exceed 8 per cent, on the amount of paid-in capital, 6 to 8 per cent of these earnings is first distributed to the paid-up stock and then the balance is divided among the stockholders in the proportion that they have furnished business to the company.

The expenses of the creamery in 1913 amounted to \$9,903, or about \$825 per month. The manager estimates that this equals an expense of about 4 cents per pound in the manufacture of butter, and one cent per dozen in the handling of eggs.

Six per cent. dividends have been paid each year of the creamery's operation, and an adequate surplus is kept on hand to provide for possible contingencies.

Along other than financial lines, the results of the creamery have also been most beneficial. It has given the farmers who are its patrons a comparatively steady monthly income, but a much greater result has come in the encouragement of scientific breeding and the development of intensive farming.

When the creamery was first organized, few pure-bred registered cattle were to be found in the community except on the farms of the stockraisers. Now pure-bred registered cattle are the rule, not the exception. Herds have been culled, the grade cow and the "scrub" bull have been sold for beef, and scientific breeding is well developed. The Jersey is the leading breed; the high percentage of butter fat in the milk of this breed accounts for the preference. Silos are in abundance, and roomy, substantial and sanitary barns are to be found on nearly every farm. The use of improved machinery is general. A number of the farmers are using gasoline engines to operate their separators and several are experimenting with milking machines.

With the development of cattle breeding, has come a similar development in the breeding of hogs. The skimmed milk from the separators is profitably fed to the hogs, and on many farms are found droves of pure-bred Berkshires, Duroc Reds, and O. I. C's. The interchange of males, both cattle and swine for breeding purposes is a common practice.

Poultry has improved both in quantity and quality. The mongrel hen has long since decked the farmer's table, and in her place the pure-bred Leghorn, Wyandotte, or Rhode Island Red has been introduced. Warm houses have taken the place of the slatted coop and the barnyard tree. The soil, too, has benefited. The old system of cultivation without rotation was one by which the fertility was drawn from the soil and then replaced by the application of commercial fertilizers. Under the new system the fertility is constantly returned to the soil and its production is greatly increased.—University of North Carolina Record.