

What Does a Bushel of Cottonseed Weigh?

An Arkansas reader who bought "three bushels" of cottonseed from a man in Georgia and receive donly 90 pounds wants to know if he should not have received 100 pounds.

Bailey's Cyclopedia of Agriculture gives thirty pounds as the legal weight of a bushel of cottonseed in Georgia and thirty-three and one-third pounds as the legal weight in Arkansas. This may explain why our reader received ninety pounds instead of 100 as he expected.

It may be of interest to give the legal weights of cottonseed in the different States as given by the authority quoted above: Alabama, 32 pounds; Arkansas, 33 1-3 pounds; Florida, 32 pounds; Georgia, 30 pounds; Mississippi, 32 pounds; Missouri, 33 pounds; North Carolina, 30 pounds; Tennessee, 28 pounds; Texas, 32 pounds; Virginia, 32 pounds.

In one State the legal weight is 28 pounds; in one, 33 pounds; in one, 33 1-3 pounds; in three 30 pounds, and in five 32 pounds. —Progressive Farmer.

As is generally known by people who are familiar with the automobile business the season runs from June to June. Mr. C. V. Sellers who is always alert will receive this week one of the best 1914 mighty Michigan touring cars.

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Third Fatality From The Wreck.

Sanford, June 6.—Engineer Blalock, who was injured in the wreck of the Raleigh, Charlotte and Southern train at Deep river bridge, near Cummock, died today and his remains were carried to Carabenton this afternoon for interment.

The condition of Conductor Beacham is reported as slightly better tonight.

The three negro trainmen who were brought here left the hospital today and are considered out of danger. The others injured are reported as doing well and it is believed that all except Conductor Beacham are out of danger.

The wreck was caused by the bridge giving away and precipitating the train into the river. George Blalock was fatally injured and Bowden Stewart was killed.

Apparently it was a case of using an old bridge too long. The bridge, an iron structure with wooden foundations, was formerly owned by the Seaboard Air-Line railway and was bought by the Durham and Charlotte Railway company along with the old Railway and Western road, which extended from the Cummock to Colon. It finally became the property of the Raleigh, Charlotte and Southern when that road bought out the Durham and Charlotte. The Raleigh, Charlotte and Southern road had constructed a new bridge, which was nearly ready for use, and it is reported that they only intended to use this old bridge about one week longer.

The wreck occurred about six o'clock on Tuesday afternoon. The train was a mixed passenger and freight, running between Mt. Gilead and Colon, and was composed of the entire, tender, three box cars and one coach.

The engine passed over safely and had reached the abutment on this side when the bridge gave way and the entire train fell into the river. It is a marvellous how any one escaped death. Some of the cars, the tender and part of the engine, are submerged in the river.

Baggage Master Stewart, who was substituting for Clarence Smith, was riding on the engine and as the bridge gave way and the engine was dragged back into the river, he was caught under the engine and pinned in the wreck so that his body could not be recovered until the wrecking crew arrived and raised the engine. The noise caused by the falling of the train was heard on the Egypt Improvement Company's farm at Cummock and men rushed to the aid of the injured. Some of the passenger escaped by crawling out of the windows of the coach.

George Blalock, who was riding on the engine with his brother, Engineer Blalock, fell into the river within five feet of the bank, but he was so badly hurt and confused that he turned and swam across the river to bank on the other side, where he was rescued. He was brought to the Central Carolina Hospital at Sanford and every thing that physician and nurses could do was done, but he died Wednesday afternoon.

Engineer Blalock and Conductor Beacham were fearfully scalded and dangerous cuts and bruises were made on head and body.

Only two passengers were injured, Gus and Milt Johnson, of Cummock. However, their injuries are not considered very serious and they are reported as doing well. Three negro trainmen were more or less seriously injured, but none fatally. Arthur Leak, the colored fireman, was badly scalded on head and severe gashes were made on head. Spencer Tyson, one of the colored trainmen, had his arm

broken and was hurt on the head, but not fatally. Fletcher LeGrand, another negro, had his leg hurt but not seriously. All of the injured except the two Johnsons were brought to the hospital at Sanford on a special train of the Southern Railway Tuesday night.

Epworth League in Annual Meet.

The six annual convention of the North Carolina Conference Epworth League is in session in Front Methodist church here Prof. S. B. Underwood president of Kingston in the chair.

The conference was opened last night with devotional exercises conducted by Rev. R. E. Atkinson of the Western North Carolina Conference. The new conference hymn, "Our Battle Cry," written by Miss Adeline White of Hertford was sung as the opening hymn. E. S. W. Dameron, president of the league in a pleasing manner welcomed the delegates and visitors to Burlington and her homes. The address of welcome was responded to by Rev. W. H. Brown of Gatesville. Mr. Brown spoke of the wonderful growth of the league in this conference of what it hopes to accomplish.

It was decided to send a fraternal delegate to the State Christian Endeavor in Raleigh June 10-12 and the naming of the delegates was left to the nominating committee. Rev. R. E. Atkinson made a talk telling of the work of his conference. The conference voted to send a fraternal delegate to the Western North Carolina Epworth League which meets at Connelly Springs June 23.

A new feature of this conference is the early morning prayer which was conducted today by Rev. M. P. Plyler, P. E., of Elizabeth City District. About sixty were present this morning at 6:30 to hear Mr. Plyler in a most inspiring talk on "A Celebrated Morning Soliloquy," basing his remark upon Genesis 28. He urged the young people to begin every day with prayer and to reconsecrate their lives anew to Christ and His work.

The regular morning session began at o'clock. After devotional exercises Rev. Walton Patten, first vice president of the conference, conducted a course in Bible study, which is to be a feature of every morning session. He offered many valuable suggestions as to how one should study the Bible, and announced that he would use Paul's "Epistle to the Philippians" for the study during the conference.

Miss Gertrude Royster of Raleigh conference third vice president conducted an open conference on the work of the Third department. She made a splendid talk and submitted a most excellent course in the study of "The Life of Wesley."

A. D. Wilcox of Louisburg conducted an open conference on "Personal Evangelism." This was ably discussed by Mr. Wilcox and many of the delegates and will be continued at the morning session tomorrow.

Her Experience.

Prof. Wiser—"What effect does the moon have upon the tide?"

Sweet Co-Ed—"None! It affects only the untied."—Judge.

Some Sentences.

"Now," asked the young school teacher, "can anyone give me a sentence words 'boys,' 'bear' and 'bees' in it?"

Johnny Smith raised his hand. "Well, Johnny, you may try."

"When we go swimmin' all the boys been bare," said Johnny, bravely.—N. C. Education.

Deafness Cannot Be Cured

by local applications as they cannot reach the diseased portion of the ear. There is only one way to cure deafness, and that is by constitutional remedies. Deafness is caused by an inflamed condition of the mucous lining of the Eustachian Tube. When this tube is inflamed and when it is entirely closed, Deafness is the result, and unless the inflammation can be taken out and this tube will be destroyed forever; nine cases out of ten are caused by catarrh which is nothing but an inflamed condition of the mucous surfaces.

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