

### Plant Industry Shows Progress

#### Fight on Diseases Made by Selection of Highly Resistant Strains.

Prepared by the United States Department of Agriculture.

The year's work of the bureau of plant industry described in the report recently made to the secretary of agriculture shows much progress in solving the problems of plant production, the control of diseases, the breeding of improved varieties, the introduction of promising seeds and plants from foreign countries and the development of methods for the utilization of perishable crops, such as fruits and vegetables. Much of the work done is of the kind which brings its greatest returns after there has been time for the commercial development of discoveries.

In combating plant diseases a great deal of progress has been made through obtaining highly resistant or immune strains by trial and selection. In this way strains of wheat have been secured which promise to be valuable in sections where bunt has damaged the crop. Varieties resistant to flag smut are being developed, and this disease is no longer considered the menace it was thought to be a few years ago. Attempts are being made to grow strains resistant to both flag smut and rosette. In the study of scab, a disease which damages both wheat and corn, it has been discovered that wheat seedlings are more resistant when grown at comparatively low soil temperatures and that corn seedlings are more resistant to it when the soil is warm. Barberry eradication was carried on extensively in co-operation with a number of states for the control of black stem rust, and up to the present time nearly 6,000,000 bushes have been eradicated. Chemicals are being used successfully to destroy the bushes in places where digging is not practicable.

**New Crops Developed.**  
New varieties of oats have been secured in co-operation with state experiment stations and a number of them are being distributed. The root and stalk rots of corn have been found to require special soil management for their control; in some cases proper fertilization and amendments are all that is required, while in other cases the parasite types crop rotation is needed in addition. Some new forage crops are being developed and improved varieties of common crops have been developed and new methods are being tried for handling them. New and rare field seeds are being brought into the country, tried out, increased and distributed to growers.

Lack of space in a brief article puts a limit on the details which can be given on the various lines of work carried on with the many important crops. Valuable results have been obtained in the treatment of "tobacco sick" soils and means have been found for the prevention of a condition known as "sand drown" by the use of magnesia. Various phases of cotton production have received attention, including cultural methods and special varieties to help in the control of the boll weevil, trials of cotton classing in the field and breeding to maintain the purity of Egyptian cotton grown in the Southwest.

Extensive work has been done with fruits and nuts, studies have been made of the possibilities of growing binder twine fiber in Porto Rico, the Virgin Islands and the Philippines. The improvement of citrus fruits is now being greatly increased through the use of bud selection from trees with performance records, a method developed by the department, and means have been found for the control of stem-end rot of citrus fruits. Through work being carried on in the Southwest the infant date industry is being greatly stimulated, and there is a new interest in the production of figs. The fruit and nut industries are being helped not only through the introduction and development of better varieties and methods of growing, but also through studies of handling and shipping the products. It was shown that berries produced in the Northwest can be shipped greater distances successfully if handled more carefully and precooled. A series of tests have shown that nuts of various kinds can be kept from two to three years if held at a temperature as low as 32 degrees.

**Plant Diseases Combated.**  
The principal vegetables reported on were potatoes, sweet potatoes and peas. Improvements have been obtained through the selection of improved varieties and in the control of diseases. In the field of forest trees work has been carried on with white pine blister rust, which is now spreading in the Northwest, and in the East with chestnut blight. The Chinese chestnut has been found quite resistant to the disease. In addition to these two important trees which are menaced, it is reported that another valuable tree, the Douglas fir, is in danger of canker, which occurs on these trees in Scotland and which already may be in this country.

Among the many other problems given attention in the report are wood conservation, the effects of length of day on plant responses, soil bacteriology, the prevention of alkali injury on irrigated lands, sources of crude rubber, explorations in many parts of the world for new plants and seeds. Among the promising new fruits given special mention are Barrooni olives, Fuyu persimmons and several new avocados. Another new plant is the citrus of the mist family.

### Magnetic Machine Lays Nails Out for Packing

It is reported that a Swiss inventor has produced a machine that by magnetic arrangement lays parallel layers ready for packing. It works on the principle that all linear iron objects in a magnetic field arrange themselves automatically in the direction of the lines of force. The machine can also be used to arrange wire rods, hairpins, knife blades, pens and fish-hooks. The packages to be filled by the machine may be the standard type of nail keg, wooden boxes or paper cartons. It is probable that the ten-pound cardboard package will supersede the old-fashioned nail keg, because it costs less, weighs less and is more convenient. The machine consists of two parts—parallelizing platform and a feed trough above it, which is fitted with a shaking mechanism. The articles to be packed are poured into the feed trough in lots of about 1,000 pounds, and, by the action of the shaking mechanism, are moved to the front of the trough, where they drop into the parallelizing platform. That consists of a tray, each side of which forms one pole of an electromagnet. The articles as they fall are drawn into the direction of the magnetic lines of force, which adjust them at once in parallel lines.

### Barbados Man Travels 10,000 Miles for Wife

The course of true love, famed for its failure to run smooth, has established a record in the case of W. Percy Emtage, electrical engineer of the Barbados, says the New York World. It carried him 10,000 miles.

Three years ago Emtage first saw Sibyl Peterkin, also of the Barbados, and set out to get an introduction. He succeeded and followed it with a proposal. Miss Peterkin said she would love to be his sister and then packed up and departed for Boston. Both wrote. Emtage's letters were pleading; Miss Peterkin's friendly and disabrupt. Finally she quit writing altogether. Her last letter explained he was a "nice boy, but—"

This was six months ago and Emtage decided Boston might be interesting. He went there. Miss Peterkin had gone to Los Angeles. Emtage went to Los Angeles, but she had left for San Francisco. He followed, but she had returned to Boston.

Cheerfully he started back across the continent, only to find she had quit Boston for Brooklyn. He found her there in the home of her uncle, Edward Pyle.

Then Miss Peterkin gave up. They were married recently in the Municipal building, New York.

### Relics of the Bruce

A find of an interesting character has been made on the field where the famous battle of Bannockburn was fought in 1314, and where, it is claimed, Scotland won its independence as a nation. Three sharp-pointed wooden stakes in an excellent state of preservation have been discovered three feet below the surface on a piece of land formerly known as the Mitton Bog.

This bog is referred to in the chronicles of the battle, history recording that King Robert the Bruce of Scotland had pits made in the bog and pointed stakes placed in them to stay the progress of the English cavalry, and it is a matter of history or tradition that this device proved to be very successful. These stakes, which were found standing upright in the soil, are regarded as genuine, and are now being treasured as historical records in the ancient town of Stirling.

### First Leviathan Was Failure

The first attempt to provide transatlantic travelers with a vessel that, in size and magnificence, would be a floating hotel, was made in the building of the Great Eastern. The launching of this huge ship, for some time called the Leviathan, was commenced November 2, 1857, but owing to the difficulty of moving the enormous weight, the vessel was not finally afloat until early in 1858.

The secret of managing so large a liner had not yet been learned; and the Great Eastern was from the first a white elephant to her owners. Her only real service was in the laying of Atlantic cables. She made her last voyage 35 years ago, and was then disposed of as junk. The pioneer Leviathan had a length of 692 feet and a tonnage of 27,000.—Detroit News.

### Egyptian Stamps in Arabic Only.

A new issue of stamps is in circulation in Egypt, but these stamps only show their value in Arabic characters. This is a great inconvenience to many people. Three-quarters of the foreigners in Egypt do not know how to read Arabic and thousands of tourists who cannot decipher Arabic characters yearly visit Egypt. Perhaps it will be urged that Egypt, like other countries, should have its stamps printed only in the national language, but the cosmopolitan character of the Egyptian population seems to give good reason for departing, in this particular, from the practice of other nations.—Christian Science Monitor.

### Hitching Horseless Buggies.

Because of being pestered by motor thefts a small town in California has set up a row of concrete hitching posts on the main street for the use of motorists. When the farmers drive in for their Saturday shopping now they drive the car up to the hitching post, as in bygone days, and chain the wheels to the nearest post.

NOTICE—I will grind corn on Friday and Saturday at my home, Office of organized work in 935 communities, they visited 11,387 homes, and had 43,319 people to call on them at the office during the past year.

**QUALITY, SERVICE AND GOOD TASTE.**

Providing merchandise of such quality and character as to be as nearly permanent as possible, yet entirely appropriate for its use, is one of the rules governing the work of this establishment. Measured in terms of physical value or of good taste, we seek to give you the maximum in the items we handle.

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## Are We Extravagant?

Here are some costs on Studebaker cars—

Would you have us cut them down?

**W**E are lavish on Studebaker cars. For some features we pay three and four times what they need cost.

Here are some of those costs which affect you. Tell us—would you want any one reduced?

Our prices on high-grade Sixes run from \$1025 to \$2685. They stand at bottom in the fine-car field, despite these extra costs. All because the demand requires 150,000 cars per year. But they could be lower if we cut these costs. Would you have us do it?

**Engineering—\$500,000**  
Our engineering departments cost us \$500,000 yearly.

Our Department of Research and Experiment employs 125 skilled men. It spends vast sums in analyses and tests.

Our Bureau of Methods and Standards fixes every formula, every requirement. It makes 500,000 tests per year to maintain our high standards.

We make 30,000 inspections on every Studebaker car during manufacture before it goes out of the factory. We employ 1,200 men to do that.

Those are heavy costs. But remember how they are divided—by 150,000 cars per year. They form but a trifle per car.

**\$50,000,000 in plants**  
We have invested \$50,000,000 in modern plants and equipment. \$8,000,000 in drop forge plants. \$10,000,000 in body plants—as the only way to do Studebaker coach work.

These plants are equipped with 12,500 up-to-date machines, many of them very expensive.

But consider the alternative. Profits to other makers. We save up to \$300 for you by building Studebaker bodies in our own body-plants.

**15% extra on steel**  
On some steels we pay a bonus of 15% to the maker. Just to get our

formulas exact. We could save that extra on "commercial runs."

We are one of the very few builders, either in Europe or America, using crankshafts machined on all surfaces. It costs us \$600,000 a year to give you this. But it results in that smoothness of operation, that lack of vibration which characterizes only the most expensive cars.

Every Studebaker car is Timken-equipped. The Special-Six and the Big-Six have more Timken bearings than any car selling under \$5,000 in America. The Light-Six more than any competitive car within \$1,500 of its price.

The many extras on our large closed cars would cost much if you bought them. The nickel-plated bumpers, the extra disc wheels and cord tires, the steel trunk, the courtesy light, motometer, etc.

**Extras to our men**  
We pay the highest labor scale. Then we add extras to it.

Men who are with us five years or over get 10% of their year's wages in an anniversary check. Those anniversary checks last year cost us \$1,300,000.

After two years all employees get a week of vacation with pay. That cost us last year \$225,000.

Old employees who retire get pensions. All this to keep men with us while they grow more and more efficient. To make them happy, so they do their best.

This is all paid by people who buy Studebaker cars. But we figure that each such dollar saves us five dollars. Don't you agree with us?

**The utmost in car value**

The object is to give you the utmost in car value. You will find we do that if you make comparisons. In any Studebaker model, you will find scores of ways in which it excels any rival car.

That is why, in the fine-car field, the Studebaker leads. The demand has almost trebled in the past three years. These cars have become the sensation of Motordom. On some of these models we have never yet been able to meet the demand.

We spend money lavishly. We build without regard to cost. But, in our quantity production, we still bring costs to bottom.

You should learn what these things mean to you before you buy a car.

### Don't Buy a Fine Car until you see the leaders

Studebakers hold the top place in the fine-car field today.

Last year, 145,167 people chose them against all rivals. They paid \$201,000,000 for them.

For 72 years the Studebaker name has stood for the utmost in quality. It will never stand for less.

Today there are assets of \$90,000,000 staked on the Studebaker cars.

Don't pay \$1,000 or more for a car without knowing what Studebaker offers. You will find here some scores of advantages. Learn what they mean to you.

### Other costly extras

Our bodies are finished with 18 operations, including 15 coats of paint and varnish.

We use real leather upholstery. We could cut the price of our open models \$25.00 were we willing to use imitation instead of genuine leather.

We upholster our closed models in the finest Chase Mohair. Cotton or ordinary wool, or a combination of both, would enable us to reduce our price from \$100 to \$150 per car. But we would thus sacrifice Studebaker quality and reputation.

LIGHT-SIX		SPECIAL-SIX		BIG-SIX	
5-Pass. 112" W. B. 40 H. P.		5-Pass. 119" W. B. 50 H. P.		7-Pass. 126" W. B. 60 H. P.	
Touring	\$1045.00	Touring	\$1425.00	Touring	\$1750.00
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