

# THE SMITHFIELD HERALD

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### IMPORTANCE OF THE PACKING PLANT.

For several weeks a movement has been on foot to build a packing plant in Raleigh. That city is centrally located and has men who are willing to take on themselves a liberal amount of the expense of building the plant in order to get it. They believe the plant will pay well and that those who buy stock in the plant will get good returns from their money. It is certain that all the towns cannot have packing plants and it is desired that all the sections around Raleigh shall co-operate to build and make successful the Raleigh plant.

A packing plant at Raleigh would not only be a good investment for the promoters but would add greatly to the prosperity of all the surrounding counties. As most of the farmers know our trouble has been to find a market for our stock, a plant at Raleigh would give us a ready sale for all the hogs and cattle we could raise. The next meeting in the interest of this packing plant will be held in the Court House at Smithfield on Monday, May 21st, at 2 o'clock. We hope you can arrange to attend this meeting.

### THE EIGHT HOUR DAY.

A few years ago the United States employes began to clamor for an eight-hour day and they got it. Later people in other lines of work made the same demand and were given an eight-hour day. The public generally seemed to think this all right and so one after another business was put on the eight-hour day basis. When the clothing makers changed their hours of work little was said about it, but it meant a difference of several thousand dollars to Johnston County alone. The eight-hour day is one of the causes of so many advances in prices. Manufacturers are not getting the output they did when their employes worked nine and ten hours and so they are forced to put their prices up. January 1st the railroads put a large number of their men on the eight-hour day basis and now they are demanding fifteen per cent advance on freight rates. They say they are compelled to do this on account of the increase in the operating expenses. In the part this country has made great advancement, but it did not do it on an eight-hour basis. Nor do we believe that this country can make the advancement it should make with its workers doing only eight hours work per day. What if the business men should refuse to work over eight hours per day? They could not at all keep up with their work. Suppose farmers should adopt the eight-hour day? There would not be enough made to support the people of the country. People generally would not at all agree to the idea of farmers adopting the eight-hour day. They want the farmers to work from twelve to sixteen hours per day to raise a support for them while they work only eight or less. A few months ago an effort was made by certain congressmen to get some who are working only seven hours to go back to the eight-hour day, but they failed. With some the motto seems to be, "As big pay as possible, as few hours as possible and just as little in those hours as possible," and this is bound to make things higher. There is no telling to what heights the prices will go and the eight-hour

day is largely responsible for the advances. If the American people want short hours and big pay for work they may expect high prices for what is sold.

### LEARNING TO EAT THINGS.

We are all more or less creatures of habit. This applies to our diet as much as to us in any other way. We eat mainly what we were taught to eat. We like what we have learned to like.

A certain woman remarked that she expected to teach her children to like and to eat some of everything set before them and she came very near doing that. It is much better to learn to eat some of anything placed on the table. Sometimes it is embarrassing to all concerned for one not to be able to eat this, that or the other.

Why is it that so many of the old people like corn bread as well or better than biscuit? It is because a long time ago very little flour was used in this section and they learned to use corn bread almost exclusively. Why is it that so many people in the coast country of North and South Carolina and Georgia like rice? Because formerly it was grown in the low lands of these sections and the people learned to eat it. In these sections the people eat also grits or hominy extensively because before the days of steam mills the small water mills on the little branches could not grind corn into fine meal and the people learned to eat part of it in hominy instead of bread. Of course there are exceptions to the rule, but usually people can learn to eat and enjoy what is prepared if an effort is made to do so.

### WHAT WOMEN CAN DO.

The following paragraph is worth reading and heeding:

"What can the women of our town do to win the war? She can do much—many things. The principal thing she can do, however, is to reduce the cost of her own table by increasing the production of garden foods at home. Every penny's worth of food she raises releases just that much that can be devoted toward feeding some other person who has no place for a garden. In addition to feeding the people of our own country, we must supply food for the people of England, France, Russia and Italy, in which countries so many people are fighting that they can not produce enough food to keep their people from starvation. While the head of the family in this town is conducting his business affairs, the wife and young sons and daughters can do much in the garden, and in this crisis it will be a signal honor for them to do so. When you see a woman planting and weeding and caring for her garden you will know that there is a woman who has principle as well as pluck, and one who places the welfare of her country above the soiling of her hands."

### Two Killed When Airplane Falls.

Victor Carlstrom, a famous aviator, and Carey B. Epes, were killed instantly at Newport News Wednesday when an airplane crumbled in midair and fell 3,500 feet. Epes resigned from a bank only last week to enter the Army Aviation Corps, and was making his first flight as a student. Both young men were to be married soon and the would-be brides were in Newport News when the horrible accident occurred.

### The "Snow Baby" To Wed.

Miss Ahnighito Perry, daughter of Admiral Perry, the famous explorer, will soon wed Edward Stafford, of Washington.

Miss Perry was born on Sept. 12, 1893, at a place in the Arctic which can only be designated as latitude 77 deg. 44 min. north and longitude 76 deg. west. She is known among the Eskimos as the "snow baby". She has made several trips to the far North with her father and has recently been taught by him to run an aeroplane. Admiral Perry is president of the Aero Club of America.

### Bull Wrecks a Train.

Lloyd K. Enloe, a fireman on the Murphy division of the Southern, was killed, and three other trainmen were injured one day last week when two freight engines were derailed near Junaluska by a bull, one engine turning over. Enloe was caught in his cab and was crushed so that he died a few minutes after being removed. He was in the second engine of a double-header, and his cousin, A. E. Enloe, who was engineer, was uninjured save for a few bruises. Engineer C. Burke and Fireman O. H. Bradshaw, on the first engine, were also slightly injured.

Two engines were drawing the heavy freight train, and were making slow time near Junaluska, when a bull butted into the forward engine and was drawn under the wheels, derailing both engines.

### GENERAL NEWS PARAGRAPHS.

Some of the Important Happenings of the Past Few Days Clipped and Culled from the Daily Papers for Busy Readers.

Five Russian officers and one private lost their lives yesterday when a big Russian biplane in which they were flying fell to the ground at Monaster Zkyska, northeast of Stanislau, in Galicia, from a height of 990 feet, says the official statement issued Sunday by the Russian War Department.

The Shipping Board plans to have built within the next eighteen months at least 1,000 ships, steel and wood, of more than 3,000,000 aggregate tonnage to combat the German submarine campaign. Bills to be introduced in Congress this week call for an initial appropriation of \$400,000,000. Later an additional \$340,000,000 will be asked, and if this is not enough still more will be sought.

Signing of the first contract for ship construction under the Administration's billion dollar program has been announced by the Federal Shipping Board. The contract went to the Los Angeles Shipbuilding & Drydock Co., and called for delivery in 1918 of eight steel vessels each to carry 8,800 tons of cargo. It also has been announced that the board is bargaining for 250,000 tons additional steel and wood tonnage, for delivery as early as possible. Some of the wooden ships already are under construction, their builders proceeding without awaiting formal contracts.

A warning that each section of the United States must feed itself or go without food was voiced in Baltimore Sunday by Carl S. Vrooman, Assistant Secretary of Agriculture. He said that with cotton at 22 cents a pound, Southern planters are ploughing land that has already been planted to cotton, and planting in food stuffs. "We must awaken," he said. "The submarine is a much more potent weapon than we imagined. The Allies were losing the war when we entered it, and will lose it unless we expend every effort of men, money and economy. It is now a war of conservation of resources."

Foreign Minister Arthur J. Balfour, of Great Britain, head of the war mission to the United States, spent a somewhat militant Sunday, although it was supposed to be a day of rest for the weary envoys. In the morning, he went to the Cathedral of St. John the Divine, where he listened to a war sermon by the Rev. Dr. Charles H. Brent, Episcopal Bishop of the Philippines. In the afternoon, he went to Oyster Bay for a visit to Col. Theodore Roosevelt, who hopes to head a force of volunteers to fight in France. There were no formal entertainments for the members of the mission, and Mr. Balfour's colleagues spent the day as they pleased.

Boston gave a warm greeting Sunday to Rene Viviani, former Premier of France and head of the French War Mission to the United States. The distinguished visitor, coming a day after the city had outstretched its arms to Marshal Joffre, was feasted, toast and cheered by thousands. Notwithstanding a cold drizzling rain that fell all day, M. Viviani and his party were taken through streets decorated with the colors of France, Great Britain and the United States, and were applauded enthusiastically wherever they went. Crowds braved the elements to get only a glimpse of the guest as his automobile dashed from place to place in the busy day's program.

The designation of Col. John M. Carson, quartermaster in New York for the United States Army, as superintendent of Army transport service of the port of New York by Secretary of War Baker is a step in a definite plan to co-ordinate military shipments of the United States and the Entente Allies from this port through the appointment of a special shipping board yet to be named, it was announced in New York Sunday. The announcement was made in a statement issued by Edward D. Page, chairman of the New York Advisory Committee of the quartermaster's depot. As outlined by Mr. Page, the board is expected to include expert shipping and railroad men, as well as representatives of the Government and the Allies.

The full quota of 40,000 men, which the War Department requested for the officers' training camps throughout the country, was recruited within twenty days after the issuance of the call, Capt. Arthur F. Cosby, of the Military Training Camps Association, announced in New York Sunday night. After the completion of the first camps, which will begin their work today, Captain Cosby said it is expected another series of camps will be held, probably in August. "Men who were eligible but were not selected for the first camp will have an opportunity to make application for this new camp," said Captain Cosby. "It is not necessary for men who contemplate going to the second camp to send in their applications now, as due announcement will be given in the newspapers."

### The Corn Crop.

The strength of this nation right now depends almost entirely upon the patriots who keep the plows going and who know no eight-hour day. During the month the corn crop in our territory must be planted. The harvest depends largely upon the time and manner of planing not only corn, but all crops.

Whether corn prices are high or low, the farmer's profit depends on obtaining large acre yields. Large acre yields reduce the expense of both labor and land. See that your seed is good. There is no use in planting poor seed.

The scarcity of soil moisture in the middle of the summer reduces the corn crop more than all other causes combined. The best assurance of a good corn crop is to get moisture into the soil in as large quantities and to as great depth as possible.

Do not allow the land to become dry enough before plowing to break up in big clods. If the plowing was not done last fall or winter, disk it before it has a chance to become too dry to plow. Disking is more rapid and should be done before the plowing in order to keep the ground from becoming too dry.

Deep plowing should not be done in the spring. If followed by drought, it causes the land to dry out to greater depths than would result from shallow plowing. To reduce the chances of loss from drought, one or more later plantings should be made. Summer droughts are sometimes broken in time to cause later plantings to yield well.

Good seed corn should be in readiness to make these later plantings as promptly as possible, should droughts or floods injure the early plantings.—Southern Planter.

The United States has arranged to make a loan of \$75,000,000 to Belgium.

WISH TO BUY PEAS—W. M. Sanders, Smithfield, N. C.

I WANT TO GET A GOOD DITCHER to clean out several hundred yards of ditches at the Waddell place on the Smithfield and Selma road. J. M. Beaty, Smithfield, N. C.

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