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A BILLION BUSHELS OF WHEAT.

United States Department of Agriculture and State Officials Set High Mark for Wheat Production for Next Year. Winter Wheat Acreage to be Increased This Fall by 18 Per Cent Over Last Year. Rye Acreage Also to be Expanded.

Washington, D. C., Aug. 8.—The production of over one billion bushels of wheat and over eighty-three million bushels of rye, through the planting of 47,337,000 acres to winter wheat and of 5,131,000 acres to rye this fall, is the immediate war agricultural program for the Nation announced today by David F. Houston, Secretary of Agriculture. This record winter wheat acreage, an increase of 18 per cent over last year, would yield 672,000,000 bushels if the average yield for the past ten years is equalled, or under a repetition of the favorable conditions of 1914 would give 880,000,000 bushels. In either case with a spring wheat crop next year equal to that of 1915, the Nation will have more than one billion bushels of wheat for domestic use and export.

This vastly increased production of wheat, needed in any case, will be absolutely essential to prevent a serious shortage of breadstuffs next summer should the growing corn, now behind the season, be much damaged by early frosts.

The program approved by the Secretary of Agriculture represents the best thought of the U. S. Department of Agriculture and of State Agricultural officials and State Councils of Defense.

The study of this question has involved many factors and the specialists have been aware from the first that the demands for wheat may exceed the supply next year. Effort therefore has been made to recommend in each State about as large an acreage in wheat and rye as can be sown without upsetting proper farm practice which must be maintained in the interest of wheat and rye crops this and succeeding years, as well as in the interest of other necessary spring-planted crops which are not discussed in detail at this time as they are not food crops in which a marked shortage exists.

The planting and cultivation of these increased acreages of fall-sown grains calls for unusual effort on the part of the farmers. Plans to place at the disposal of farmers all assistance possible, are being perfected in the U. S. Department of Agriculture, the State colleges of agriculture, and other State and local agencies which cooperate in farming matters. The assistance of successful growers of wheat and rye in a campaign to turn out bumper crops in 1918 is assured.

The State officials will do their utmost to get the acreages expected of their States into the ground. The program as originally worked out by the Federal Department of Agriculture called for somewhat more than 44,000,000 acres to be sown this fall. When this proposal was presented to the officials of the several States a further increase was considered possible and desirable by them. As a consequence the recommendation for the sowing of 47,337,000 acres is made.

BICKETT APPOINTS YOUNG.

Former Adjutant General Goes Back Into Office on September First.

Adjutant General Beverly S. Royster who was appointed to the position in June of last year when Adjutant General Young was sent to the border as Brigadier General with the North Carolina troops, has resigned his position to take effect September 1st. Governor Bickett has re-appointed General Young to succeed him.

Major George L. Peterson has resigned and will later enter some other department of the service. Both have made very acceptable officers. General Royster has two sons in the service. He is an Oxford lawyer, and it is said that he would not pass by a seat in Congress should the Democrats of the Fifth District ask him to be their Representative.

Food Bill Passes.

The Food Bill passed the Senate Wednesday by a vote of 66 to 7. The President is expected to sign the bill today and appoint Herbert Hoover, Food Administrator. The law will be put into operation at once.

FARMERS WASTING MANURE.

Estimated That Not Less Than Twenty-Five Million Dollars Worth is Wasted Each Year in North Carolina Through Failure To Conserve and Utilize.

Raleigh, Aug. 8.—North Carolina farmers are wasting each year not less than \$25,000,000 worth of manure, and it is probable that the figures should be nearer twice that amount, according to a statement by John Paul Lucas, executive secretary of the State Food Conservation Commission, who have been investigating this phase of conservation work. Says Mr. Lucas:

"The manure from the average horse or mule for one year contains approximately the following chemical ingredients: Nitrogen, 158 pounds; phosphoric acid, 61 pounds; potash, 145 pounds. These chemicals at present prices of fertilizer are worth \$80 to \$90. There are in the States about 385,000 horses and mules and nearly 700,000 head of cattle, besides 1,550,000 hogs and sheep, goats, and poultry. A low estimate of the value of the manure from these animals for a year would be more than \$100,000,000.

"It must be remembered in considering the value of manure that the chemical ingredients do not form the total value. In fact many soil experts and farmers are of the opinion that the bacterial activity and the improved mechanical condition of the soil produced through the application of manure are of equal value with the chemicals. However, the estimate of \$100,000,000 as the value of the manure produced in the State is based on the value of the chemicals alone. And the estimate of 25 per cent as the amount of manure wasted is ridiculously low. "How is manure wasted?" is a natural query.

"There are several ways. The commonest probably is the failure of a large percentage of our people to keep sufficient bedding in their stables to absorb and hold all the liquid manure. When it is remembered that more than half of the chemicals mentioned are contained in the liquid manure it is readily seen that this is a tremendous source of waste.

"Millions of dollars worth of chemicals are wasted out of manures that are piled out in the weather instead of being put upon the land or under cover. The best way to keep manure is to get it on the land just as quickly as possible and the best place to keep it until it can be hauled out is in the stable itself; next best, in a covered manure shed.

"Other millions of dollars worth of manure is wasted through non-utilization. Stables, sheds, hog pens and chicken houses are neglected and thousands of dollars worth of manures are left unutilized.

"No farmer can afford to neglect the saving and utilization of manure under normal conditions. With fertilizers as high priced as they are now and the products of the soil at present levels, a farmer who does neglect to keep his stables well littered with straw or leaves and wood mold is either blind, helpless or indolent.

"The amount of manure that we have been wasting, if utilized during the coming season, will add several hundred thousand bushels to our production of wheat, oats and other crops and put into the pockets of our farmers millions of dollars that they would otherwise only dream of.

"The hauling of wood mold and ashes to the fields is a commendable practice. Wood mold, raked up with leaves, makes an almost ideal absorbent for saving liquid manures and weeds and other litter about the farm may be utilized the same way. Our farmers simply cannot afford to neglect this great crop—manure. Failure to conserve food products is no greater sin under present circumstances than failure to conserve and utilize to best advantages every pound of manure from every farm animal."

Smaller Army Divisions.

The reorganization of the American army will plan for a division of about 10,000 men instead of the regular division of 28,000. The larger division has been found to be unwieldy for service on the European battlefields. Under the new plan a division will have two brigades of infantry with two regiments each. Other changes will be made, an increase being made in the artillery and machine gun strength of each division.

SELMA'S NEWS OF THE WEEK.

About Fifty-five Per Cent of Men Examined for Selective Draft Stand Physical Test. Mrs. Arthur Oliver Entertains in Honor of Visiting Guests, Officers of Epworth League Hold Council Meeting. Other Items of Interest.

Selma, Aug. 9.—Attorney J. D. Parker, of Smithfield, was in the city today on professional business.

Misses Addie and Eva Pearson, of Bailey, are spending this week, the guests of Mrs. W. E. Jones and other relatives here.

Judge W. S. O'B. Robinson, of Goldsboro, was here Wednesday for a few hours.

Representative J. W. Barnes, of Wilders township, was here for a few hours Monday on business.

Mrs. Paul A. Wallace, of Clayton, is here this week the guest of relatives and friends.

Mrs. J. E. Young and children returned this week from a visit to her sister in Auburn, Ala.

Mr. Council, of Hamilton, N. C., has accepted a position in the Jones Barber Shop.

Dr. and Mrs. J. A. Griffin, of Clayton, spent Sunday with the family of Mr. J. H. Griffin.

Mrs. A. R. Hooks and A. R. Hooks, Jr., arrived today to visit Mrs. L. D. Debnam and family.

Miss Thelma Godwin, of the Sanders Chapel section, is here this week the guest of the family of her brother, Mr. S. A. Godwin.

Mr. and Mrs. L. D. Debnam and family, Miss Lovie Griffin, and Mr. Jno. W. Futrell motored to Kinston and Seven Springs last Sunday.

Mr. C. O. Thornton has moved his barber shop from Railroad street to the building formerly occupied by the Selma Millinery Company on Raiford street.

Mr. W. L. Stencil, secretary of the Merchants Association, is engaged this week in compiling statistics for a new rate book for the benefit of the members of the Association.

The old graded school building is being moved across the railroad this week, and will be used for a school building for the colored people.

Mr. J. D. Barbour, of the firm of J. G. Barbour & Sons, of Clayton, was in town Tuesday for a few hours.

The officers of the Epworth League held their first Council meeting at the Methodist Parsonage last Monday evening, August 6th, to discuss matters of importance relative to the league work. After all business matters had been discussed and disposed of they were entertained with music from the victrola, and juicy sweet watermelons were served.

After spending several days here with her aunt, Mrs. G. H. Morgan, Miss Elise Austin left Monday to visit relatives in Smithfield, before returning to her home in Raleigh.

Mrs. Arthur Oliver entertained a number of the younger set last Friday evening from eight to eleven, in honor of her guests, Misses Janice and Laura Daughtery, and Elizabeth Dorry, of Goldsboro. After the arrival of the guests, various games and amusements were engaged in and enjoyed by all. The hostess served in her usual hospitable style delicious cream and watermelons. The out-of-town guests were Misses Janice and Laura Daughtery and Elizabeth Dorry, of Goldsboro; Mr. M. B. Ely, Knoxville, Tenn.; Mr. J. B. Mole, of Baltimore, Md.; Mr. B. L. Talton, of New York, and Miss Mozingo, of Florence, S. C.

Quite a crowd of people were here for the first three days this week presenting themselves for examination for the Selective Draft. Dr. Geo. D. Vick, assisted by Drs. J. B. Person and I. W. Mayerberg, made the physical examinations. There were 404 men examined, with only a little more than fifty per cent passing the medical examinations. Of those that passed the medical examination, all but 42 asked for exemption. Detailed information is not to be had at this writing, but we hope to be able to give details next week.

Many Exemptions Asked For.

Of the first 186 men examined by the Wake County Exemption Board 145 passed the physical tests. Of these 145 men all but 26 asked for exemption.

The town knocker never troubles his head over the eight-hour law.

BOARD MAKES ANOTHER CALL.

Exemption Board No. 1 Summons One Hundred and Fifty More Young Men to Appear in Smithfield, 75 on Tuesday, August 14 and 75 on Wednesday, the 15th.

The following are called to meet the exemption board in Smithfield next week, the first 75 on Tuesday and the second 75 on Wednesday:

TUESDAY, AUGUST 14TH.

- 299—926—Willie Monroe Stevens.
- 300—1010—Talbert Stephenson.
- 301—919—John Ashley Massengill.
- 302—656—Willis Everette Parker.
- 303—1339—Raymond Edwards.
- 304—814—Neil Henry Smith.
- 305—1175—Robert A. Rose.
- 306—1070—Charlie Elbert Strickland.
- 307—738—Jesse Martin McLamb.
- 308—1167—Jasper C. Johnson.
- 309—1097—Lewis Westbrook.
- 310—1191—George F. Johnson.
- 311—1234—Isaac Dublin.
- 312—1360—Buck Hill.
- 313—848—Otis Coats.
- 314—1118—Archie B. Jernigan.
- 315—121—Alonzo C. Ogburn.
- 316—221—Leon L. Cole.
- 317—1537—Alonzo B. Durham.
- 318—1474—Harvey Dublin.
- 319—1414—Durward H. Creech.
- 320—1616—William L. Barbour.
- 321—292—James A. Williams.
- 322—822—John Banks.
- 323—504—James W. Johnson.
- 324—1064—William A. Gregory.
- 325—1205—George W. Parker.
- 326—1510—David Best.
- 327—1091—Handy T. Jernigan.
- 328—470—William V. Stewart.
- 329—312—Walter J. Baker.
- 330—1507—Daniel W. Spencer.
- 331—1626—James Burley.
- 332—1284—Early Lee.
- 333—90—James D. Coats.
- 334—191—George W. Weeks.
- 335—477—Varon Coats.
- 336—1187—William A. Lee.
- 337—1179—Samuel R. Brock.
- 338—753—William Henry Slocumb.
- 339—130—James W. Carroll.
- 340—858—Willie O. Edwards.
- 341—168—Merritt E. Langdon.
- 342—1023—Willie M. Temple.
- 343—424—Milton G. Bailey.
- 344—840—David M. Holt.
- 345—1347—J. T. Massengill.
- 346—1511—Dan Clemons.
- 347—1188—Milton B. Lee.
- 348—157—Willie E. Parker.
- 349—175—Lam Langdon.
- 350—300—Lionie Sneed.
- 351—278—Herschelle V. Rose.
- 352—1622—William Henry Parrish.
- 353—1240—Will H. Avera.
- 354—524—Leslie E. Rhodes.
- 355—911—Phillip Turner.
- 356—1172—Lionie H. Rose.
- 357—532—David P. Baker.
- 358—1517—James Graham.
- 359—1139—David E. Massengill.
- 360—1214—John P. Eldridge.
- 361—336—Henry W. B. Thompson.
- 362—212—Charlie M. Beasley.
- 363—1357—Johnnie D. Strickland.
- 364—49—Willie L. Webb.
- 365—8—Bernie H. Ellis.
- 366—1707—Bryant P. Sandlin.
- 367—1160—Turner D. Knowles.
- 368—1192—Leonidas Parker.
- 369—1660—Will Walker.
- 370—305—Robert D. Marler.
- 371—1143—Orville Eldridge.
- 372—557—Thomas Jefferson.
- 373—1652—Jacob K. Cunningham.

WEDNESDAY, AUGUST 15TH.

- 374—1433—Clarence W. Thompson.
- 375—1640—John Wilkins.
- 376—622—Isaac Tart.
- 377—585—John H. Morgan.
- 378—1464—Harvey Whitley.
- 379—1257—Timothy Dublin.
- 380—1077—S. Primrose Parker.
- 381—781—Jesse T. Morgan.
- 382—1415—Lloyd Potter.
- 383—1035—Linel S. Penny.
- 384—1634—Arthur Lee.
- 385—958—Harvey L. Allen.
- 386—323—Henry H. Tucker.
- 387—1343—W. A. Holt.
- 388—1439—Leon G. Stevens.
- 389—857—Thurman E. Williams.
- 390—1554—Avera E. Godwin.
- 391—1401—Leonard C. Barnes.
- 392—1303—Charlie L. Green.
- 393—963—Allen W. Johnson.
- 394—438—James M. Baker.
- 395—878—Arthur G. Smith.
- 396—1059—Talbot G. Matthews.
- 397—441—William L. Wallace.
- 398—880—Claude W. McCabe.
- 399—357—Needham M. Stanley.
- 400—23—Lee Dawson.
- 401—1173—Lionie F. McLamb.
- 402—331—Charlie F. Hall.
- 403—1108—George H. Moore.
- 404—492—Young B. Parker.
- 405—1201—Harvey Eldridge.

CLAYTON'S LIVE NEWS BUDGET.

Revival Meeting in Progress at the Baptist Church. Mrs. Y. M. Holland Gives Rook Party to Friends, in Honor of Miss Ione Richardson. Other Items of Interest.

Clayton Aug. 8.—Miss Barbara Gully returned today from Lillington where she has been for the past ten days visiting her sister, Mrs. G. T. Smith.

Mr. John G. Edwards, of Raleigh, spent Saturday and Sunday here. Mr. and Mrs. D. M. Hall have as their house guests this week Misses Maude and Jewel Hall and Roberta Upton, of Fayetteville, and Miss Ethel Hall, of Benson.

Mr. and Mrs. Vernon Williams are spending this week at Portsmouth with Mr. and Mrs. E. L. Gully.

Mr. and Mrs. Jno. S. Barnes and family are spending a few days this week at Morehead.

Miss Rosalie Pope is visiting in Raleigh this week.

Mr. Otho Ellis, of Wilson's Mills, spent Sunday here.

On Tuesday afternoon from 2:30 until 4:30 Mrs. Y. M. Holland gave a rook party at her home here, in honor of her sister, Miss Ione Richardson, of Kenly. Those present were Misses Telza Barnes, Douschka Barnes, Genie Thomas, Blanche Ellis, Aldine Oneil, Sulon McCullers, Mrs. Robbie Sanders, Mrs. Glenn Pope, Mrs. Bennette Nooe and a few others.

Miss Gladys Barbour has been in Trenton for the past week.

Miss Margaret Hunter, of Raleigh, is visiting Miss Mildred Poole.

Mrs. J. W. Smith left Monday for her home at Lillington, after spending some time here with relatives. After spending several weeks here with friends, Miss Thelma Johnson left Monday for her home at Clinton. On Monday night of this week a revival began at the Baptist church here. This is a time when we need a revival most, it seems, for so many of our boys are going away and some of them unsaved. Dr. Weston Bruner, pastor of Tabernacle Baptist church at Raleigh, has charge of the preaching while Mr. Edgar Lynch has charge of music. Both men are capable of the place they are filling and we feel great good is going to be done. Services every evening at 8:15.

Mrs. I. S. Bagwell, of Raleigh, spent Tuesday here.

Miss Alma Hall is visiting in Zebulon.

Messrs. H. Poole and N. R. Poole and D. J. Thurston spent Tuesday in Raleigh. Messrs. A. Farmer and Taylor Poole spent Wednesday in Raleigh.

406—565—Myatt B. Coats.

407—800—William H. Rowland.

408—1447—Milliard Bain.

409—1049—George P. Benson.

410—1442—William J. Fort.

411—715—John D. Young.

412—961—Shuford L. Coats.

413—539—Robert C. Lee.

414—349—David V. Adams.

415—1596—Morris Tomlinson.

416—562—Lassie A. Hodges.

417—1407—Steven R. Hinton.

418—501—Needham G. Adams.

419—102—Walter J. Braswell.

420—1411—William T. Daughtery.

421—875—Vadie M. Coats.

422—714—King D. Stewart.

423—1528—Thomas E. Powell.

424—86—Thomas C. Langdon.

425—1024—William R. Ellis.

426—1291—Joseph A. Johnson.

427—871—Delno Coats.

428—1341—David T. Strickland.

429—1556—James Parnell.

430—1042—Joshua Hall.

431—1606—Clarence W. Hinton.

432—71—Edgar Hines.

433—1502—Nathaniel S. Tomlinson.

434—1690—Andrew Sanders.

435—1156—Jesse Braxton Barefoot.

436—1393—Hunter Stephenson.

437—1593—Garfield Fannings.

438—555—Charlie G. Terry.

439—978—Joseph E. Ryals.

440—1260—Lucian Gregg.

441—506—Ezra B. Parker.

442—1588—Will Hanberry.

443—1591—John W. Mitchner, Jr.

444—1686—Claude Arthur Martin.

445—1391—Charlie M. Lamb.

446—1272—Ira Casey Whitley.

447—1525—Earl McLeod.

448—877—Joseph L. McLeod.

- 406—565—Myatt B. Coats.
- 407—800—William H. Rowland.
- 408—1447—Milliard Bain.
- 409—1049—George P. Benson.
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- 428—1341—David T. Strickland.
- 429—1556—James Parnell.
- 430—1042—Joshua Hall.
- 431—1606—Clarence W. Hinton.
- 432—71—Edgar Hines.
- 433—1502—Nathaniel S. Tomlinson.
- 434—1690—Andrew Sanders.
- 435—1156—Jesse Braxton Barefoot.
- 436—1393—Hunter Stephenson.
- 437—1593—Garfield Fannings.
- 438—555—Charlie G. Terry.
- 439—978—Joseph E. Ryals.
- 440—1260—Lucian Gregg.
- 441—506—Ezra B. Parker.
- 442—1588—Will Hanberry.
- 443—1591—John W. Mitchner, Jr.
- 444—1686—Claude Arthur Martin.
- 445—1391—Charlie M. Lamb.
- 446—1272—Ira Casey Whitley.
- 447—1525—Earl McLeod.
- 448—877—Joseph L. McLeod.

On the Ruins of Our Schemes.

We mount to heaven mostly on the ruins of our cherished schemes, finding our failures our successes.—A. Bronson Alcott.

FLYING EASIER THAN AUTOING.

To Learn to Fly Warplane is Easier Than to Run Auto; War Eagles in Four Hours. Remarkable Curtiss Training Machine, With Dual Control, Responsible for Speed. Mineola, Uncle Sam's Aviation Field.

(Basil M. Manly.)

Mineola, N. Y., Aug. 4.—It is easier to learn to fly a warplane than to learn to run an automobile!

That's what I learned at Mineola, the eagle's aerie—the nesting place of the great American bird, king of the skies.

For Uncle Sam's great Mineola aviation field is the school where the eagle's young are taught to swoop over the fields of France, carrying terror to German vultures.

Easier to learn to fly than to learn to run an auto! How long did it take you, or your neighbor, to gain the confidence of his machine? Well, at Mineola mere boys become expert pilots, ready for the finishing touches of instruction in war combat in four hours.

Most autoists stay out of the downtown traffic congestion for four weeks, to say nothing of four days. And, as for auto mastery in four hours—unheard of!

"That boy is one of our best graduate airmen."

I followed the gesture of my officer-guide to a figure in khaki.

Then like a jolt in the ribs came from the officer:

"He learned in four hours. He is ready for France."

I had turned my gaze back to the sky. Things had seemed interesting there. Half a dozen huge planes were circling, passing and re-passing. I had been thinking a collision was about due.

But—"Became a star air pilot in four hours!" I studied the boy—yes, boy, apparently about 20, slim, cool, no swagger, just plain American boy. I had made a mistake craning my neck upward. After that I kept my eyes closer to the ground.

And the most important thing I learned at Mineola was that the men, the soul of the eagles, were more worth watching than the air, the elements they conquered, or the planes, their wings.

"Just tell me," I said to the officer piloting me past hangars, tents and barracks, "how they do it."

He matched my surprise. "Why," with a shrug, "They learn to fly alone in two hours. If they can't fly alone in ten hours they leave, so they won't waste our time. After twenty hours of actual flying they are ready to become officers—or cast-offs. They must have passed all the test stunts—cross-country flights, triangular flights, accurate landings on fixed marks, and so on.

"Then, as officers, after a little time at an advance school, here or in France, learning to handle fast machines, aerial gunnery and bomb-dropping they are ready for their first air battle."

The remarkable Curtiss JN machine, greatest training airplane in the world, adopted by the British, is responsible. It is a dual-control machine—just as if an automobile had two steering wheels, two gear shift levers, two fuel controls, so the instructor could at any time check or correct the learner without interfering with him.

There are two seats, one directly behind the other. In front of each is a complete set of controls, interlocked. The pupil climbs into the front seat. He keeps his hands and feet on the controls to learn the "feel of it." The instructor, in the rear, manipulates them.

An auto steering wheel, turning from left to right for sidewise direction, and swinging backward and forward for up-and-down direction, a steering bar on the floor operated with the feet like the steering bar of your old sled, and the engine throttle—these are the controls.

The second time up for his thirty-minute lesson the pupil does the flying, and if he makes a false move the instructor's hand checks him. The fourth or fifth time up the instructor doesn't expect to do much checking. He's there for safety only.

And "Safety First" is the motto all over the aerie. One broken strand of wire, out of a woven cord of twenty strands, means repairs. Every machine is thoroughly overhauled before every flight.—Charlotte Observer.