

Long-Time Agricultural Adjustment

By GUY A. CARDWELL

Some refer to recent national agricultural planning as evolution, others as revolution—you can take your choice—at least I am sure that all can agree that we are on our way; and if I read the signs correctly, we will never return to the point from which we started.

Extension Division News, Virginia Polytechnic Institute, May issue, carries a lengthy article, "Long-Time Agricultural Adjustment," by Dr. H. R. Tolley, of the Agricultural Adjustment Administration. While the information in this article is intensely interesting, coming as it does from the administration, I doubt that it will be read by many people in its present form. I am, therefore, breaking up this long article into five parts to encourage reading by people who should take the time to inform themselves as to changes that have been brought about in the national farming system and present plans of the Triple A for the future of agriculture in this nation.

The following is by Dr. Tolley:

I shall not recount step by step our drive for agricultural adjustment to date. I do want, however, to try with broad strokes, to draw the whole picture together. The main fact is that we had to get some 40,000,000 acres of land retired from production, and that we are now in the midst of forced emergency maneuvers to that end.

During the World War some 50,000,000 acres in Europe, not counting Russia, went out of cultivation. The United States brought about 40,000,000 more acres into cultivation and geared up its whole farm plant into a higher production. After the war we kept it up. We kept on farming as if there were still great hungry foreign markets crying for our crops. In reality, such markets were rapidly dwindling. The world owed us money—we would not accept goods in return. With our tariff wall as it was, and still is, the only way we could keep up the appearance of a great foreign custom was to lend those other nations more and more money with which to keep on taking our food and fabrics. This is what we did until about 1928. Finally we got sense enough to quit it; the false front of our foreign markets to face the fact that we were farming at once collapsed; and we had at last at least 40,000,000 acres too much.

The Allotment Plan

Beginning in May of 1933, with the passing of the Agricultural Adjustment Act, we have attacked our problem barehanded employ a number of new methods, the most important of which is the allotment plan. The allotment idea, very broadly stated, is to get that 40,000,000 or more acres of our national area out of production, inducing each individual farmer to reduce his plantings a certain percent. The chief means we have thus far employed of inducing such cooperation, is to pay farmers enough Government money to make it worth their while to come in. We are raising this money by the processing tax.

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WANTS

NOTICE—I HAVE CLOSED MY grist mill for public grinding. I still have tobacco sticks for sale. Luther Hardison, Jamesville.

HOG STRAYED—GILT OR SOW pig. Crop and slit in right ear. Smooth crop in the left. Now in my possession. Owner may secure hog by paying for this ad and the expense of keeping hog. W. H. Davis, Jamesville, N. C.

The voluntary allotment method has proved of enormous value. It is enabling us to set up rapidly and democratically the social machinery absolutely necessary to an orderly farm production in this country. At the same time, I think we ought to recognize that our voluntary or induced production control campaigns as now practiced, have probably got to grow into something rather different if they are to last. They are an admirable emergency device; they are doing the business, establishing the essential groundwork for an orderly American agriculture, organized from the ground up to fight its own price battles for itself.

What we are getting for the money we are distributing in adjustment payments now is a basic adjustment plan necessary to our national recovery. Those 40,000,000 surplus acres have been jamming with their products the channels of trade. Our farm surplus output played a part in bringing on the general business paralysis which closed every bank in the land last March. We couldn't go on without planning forever.

Operating largely under the allotment method, we expect by the end of 1934 to have pared 20,000,000 acres, piece by piece, out of our national corn acreage, 15,000,000 acres out of cotton, 7,500,000 acres out of wheat, and a half million acres out of tobacco. Add it up, and it comes to 43,000,000 acres of the United States to be taken out of commercial, competitive production, under the voluntary allotment method, farm by farm, pro rata, by the end of this year.

That is a tremendous amount of land to take out of use. Forty-three million acres is considerably more than the area of Illinois. It is almost one-eighth of all the cultivated land in the United States. Now, suppose we have by the end of this year reached our goal; suppose we have 43,000,000 acres taken out of the crops I have named, taken out in fields, strips, and patches all over the country. Displacement is on the basis of where the crops happened to be growing when we launched allotment campaigns. If all these campaigns succeed, we shall experience a measurable relief from the pressure and danger of agricultural surpluses. But we shall still be a long way from making the wisest use of our land.

Our efforts toward land retirement thus far have been necessarily an emergency drive to get out a certain proportion of certain crops throughout the country, regardless of whether any given part of the country ought to be growing more or less of the crop in question. Allotted withdrawals under the present system tend to proceed, crop by crop, without due regard for correct farm management inter-relationships, on farms, and by regions. We have made a good beginning, but in so doing, we have plainly let ourselves in for a much longer and much harder job. That is the way of progress. Our largely successful scramble to take out land in patches, and to organize farmers for controlled production is stimulating a great deal of new thinking. It is making our farmers think in terms of farming together, not against one another. It is creating a multitude of new situations which force us all, as never before, to think hard and fast. We can't sit around just as we used to and contemplate the dream of a land in order, wisely used. Every day we are doing something which makes it more imperative that we think ahead of the present stage of agricultural reorganization and set up a permanent land program for the long pull.

Wilkes Farmers Digging Silos to Aid Dairying

Wilkes farmers report a good flow of sourwood nectar, a wonderful corn crop, and plans for digging more trench silos to aid the dairy industry.

CHARGE TO CHUB

Williamston	AB	R	H	P	O	A	E
Earp, ss	4	1	2	3	1	0	0
Gaylord, lf	4	0	1	2	0	0	0
T. Goodson, lb	4	2	2	7	0	0	0
Brake, rf	5	1	2	1	0	0	0
Uzzle, c	3	0	1	9	1	2	0
Herring, cf	3	0	2	1	0	0	0
Brogden, 3b	3	0	0	0	2	0	0
Anderson, 2b	4	0	0	1	4	0	0
Gaddy, p	1	0	0	0	1	0	0
Kugler, p	2	0	0	0	1	0	0
xGardner	1	0	0	0	0	0	0
Totals	34	4	10	24	9	3	0

Batted for Kugler in 9th.

E. City

Foreman, ss	AB	R	H	P	O	A	E
Fearing, cf	4	1	1	1	1	0	0
Johnson, 3b	3	1	0	1	3	0	0
C. Goodman, lf	4	2	2	3	1	0	0
Welch, rf	3	1	1	0	0	0	0
Griffith, lb	3	0	0	1	1	0	0
Hall, c	3	1	1	2	1	0	0
Sawyer, 2b	4	1	0	1	3	1	0
Levan, p	0	0	0	1	0	0	0
Lunak, p	2	0	0	1	3	0	0
Totals	30	8	7	27	14	2	0

Score by innings

Williamston	301	000	000
E. City	302	210	008

Summary: Runs batted in, Brake, Uzzle (2), C. Goodman (5). Three-base hit, Brake. Home run, C. Goodman (2). Sacrifice hits, Gaylord, Johnson, Stolen bases, Brake, Fearing, Welch. Left on bases, Williamston 9, Elizabeth City 7. Double plays, Anderson to Earp to T. Goodson, C. Goodman to Johnson, Lunak to Hall to Griffith, C. Goodman to Griffith. Hits off Gaddy, 3 in 2 1-3 innings (1 out in 3rd); off Kugler, 4 in 5 2-3 innings off Levan, 4 in 2-3 inning (2 out in 1st); off Lunak, 6 in 8 1-3 innings. Winning pitcher, Lunak. Losing pitcher, Gaddy. Struck out, by Gaddy 2, by Kugler 7, by Levan 0, by Lunak 1. Base on balls, off Gaddy 3, off Kugler 3, off Levan 1, off Lunak 4. Hit by pitcher, Welch (by Kugler). Wild pitch, Kugler. Time, 2:40. Umpire, Frazer.

Club Short Course Was Well Attended

The 500 4-H boys and girls who attended the annual short course at State College last week are back in their homes telling their friends of the good times they had and the things they learned.

The delegates at the short course were selected from the various clubs over the State for their outstanding records in club projects and their potentialities for leadership.

The fundamental purpose of the short course was not only to train the delegates in the essentials of a fuller rural life, but also to train them so they could go back home and share their benefits with their fellow club members, said L. R. Harrill and Miss Ruth Current, club leaders at State College.

Special attention was given the work of making the program interesting and entertaining. Club leaders sought to make a more vivid impression on the young people's minds by keeping them on the alert.

Classes and lectures were based on problems uppermost in the club members' minds. The lessons studied were of the kind they can put into practice during the coming years. Of particular significance were the demonstrations showing efficient and effective ways to go about different tasks.

Many of the entertainments were of an instructive nature. The play by the Gaston County group Friday night depicted the beginning and development of 4-H club work in North Carolina. Tours about the capital buildings gave the boys and girls a new conception of their state government. The games tended to develop a spirit of cooperation and comradeship and to bring out the ability to lead others in social and group activities.

Before leaving for their homes, many of the club members expressed regret that the short course could not last longer and hope that they may be among those to attend next year.

RESULTS

Friday, July 27
Elizabeth City 8, Williamston 4.
Plymouth 5, Ahoskie 4.
Edenton 11, Windsor 0.

Saturday, July 28
Williamston 3, Elizabeth City 2.
Plymouth 5, Ahoskie 3.
Windsor forfeited to Edenton.
Games were rained out yesterday.

STANDINGS

	W.	L.	Pct.
Edenton	10	1	.909
Plymouth	9	1	.900
Williamston	4	7	.364
Ahoskie	2	9	.182

WHERE THEY PLAY

TUESDAY, JULY 31st
Ahoskie at Williamston.
Plymouth at Edenton.

WEDNESDAY, AUGUST 1st
Edenton at Williamston.
Plymouth at Ahoskie.

THURSDAY, AUGUST 2nd
Williamston at Edenton.
Ahoskie at Plymouth.

FRIDAY, AUGUST 3rd
Williamston at Plymouth.
Edenton at Ahoskie.

SATURDAY, AUGUST 4th
Plymouth at Williamston.
Ahoskie at Edenton.

SAVE OUR AUTOMOBILES

By Harry Ganderson

There has been lots to say about the above statement. It is one of the most serious problems confronting this State; it is at this time staring each and everyone of us squarely in the face. Only through the most honest and sincere cooperation of every single citizen in this State, in every walk of life, can the answer to that statement be realized. In view of the fact that I only have such a limited space in which to express myself, I shall at this time apologize for the brevity of an article on such an important subject. Now—please don't feel offended, if through my pen any part of this article steps on your toes. One never knows just how close a fatality resulting from an automobile accident may come to his heart.

The first move is to positively enforce the present laws that have already been written in our law books. Now this can be done immediately—every law-enforcing officer must "crack down" on every law-offender. I have just this moment finished reading "The Motor Vehicle Laws of North Carolina" and find that even if the present laws were abided by, these most disastrous conditions would not prevail. You must do your part if the goal is to be reached.

Make Survey of Traffic Conditions

I take the liberty to suggest to our illustrious Governor of North Carolina that he appoint a committee of five men who would be quite capable of making a careful survey of traffic conditions in this State (embracing

the highway, the driver, the vehicle) and make a report to the Governor who would in turn make his recommendations at the convening of our next Legislature—as to the consolidation and revision of the present laws and drawing of the new laws which I shall suggest now.

State-Wide Drivers Permit

The inexperienced driver is a real menace. Unfortunately, only a few towns in this State demand its driving citizens to have a driving permit. Even if all cities and towns did demand a driver's license, that would still leave out our large population of folks who live in the rural sections of this State. Now what this State needs is a law which would demand of every person over sixteen years of age who wished to drive a car—to undergo a rigid test as to his qualifications, both mental and physical. He must be thoroughly competent; otherwise he is not allowed to take the wheel. Remember, it is human failure as well as mechanical failure that causes our highway tragedies. There are more than 23,000,000 automobiles in the country at this time and with our highways and city streets so congested with traffic, inexperienced drivers are just a menace to mankind. Everyone of you readers will agree with me that this fast moving civilization demands the above law to fit the times.

Vehicle Education in High Schools

Now don't choke on this—because I know that it does sound like quite an advance theory. We all know that children like to drive. These young-

sters who don't start before the age of sixteen usually have the whole-hearted support of their folks to drive on from their sixteenth birthday. Why not inject into our regular school curriculum, during the last thirty days of the graduating class, a regular period for the education of every pupil as to how to properly drive and take care of an automobile. Although the following words are a parody, there is quite a bit of truth in them, "an ounce of prevention is worth a pound of cure." In my opinion, as this mankind progresses in civilization, we will all follow that parody more and more in word and spirit. There are many educational methods that would be highly successful at this time among the present drivers. During this "drivers' school," it would be a wonderful time to impress upon them that one of the biggest causes of accidents are carelessness. We must now stop—hesitate and think for a moment; just to save a minute it may cost a life or maybe six months in bed." Yest we forget this "drivers' school" would teach them the laws—as it is quite vital, due to the fact they all plead ignorance.

Thorough Mechanical Examination

Defective mechanical equipment plays an important part in about fifteen to twenty per cent of our motor vehicle deaths and in nearly every case these defects exist in antiquated cars or are due to neglect in upkeep. There is no doubt but that that condition can positively be remedied. Just as long as a driver does his part there isn't much chance of crashing in a well conditioned automobile.

Now don't misunderstand me and think that we can immediately get to

a point when we will not have any more accidents; but there is one sure thing; we can improve conditions which will have a tendency to lower the death rate. Methods very similar to this one which is about to follow are being used successfully in other states throughout the Union. Make it law that every automobile be examined quarterly (four times a year) for all the important mechanical parts including the lights, tires, brakes, steering apparatus, gears, etc. The system to be used is quite simple and could be executed to the highest efficiency; the law to be so far-reaching that it would not do for an automobile to be on the highways without the necessary identifications to show that it has been examined for the new incoming quarter.

State Highway Safety Commission

In order to keep a close watch over our traffic conditions, we should let that be taken care of by a permanent State Highway Safety Commission within our State Police Patrol and State Highway Commission combined. This commission would also have the specific duty of carefully watching the changing highway traffic conditions and correct deficiencies accordingly. (Personally I don't want to be living when we reach the state of perfection but we can always make improvements).

And last but not least is the expense of executing the above undertakings; if ever enacted into law. Well, just off-hand, I suggest that it could directly be paid for through the "automobile driver's license" fee. And by the way, wouldn't you rather pay to live than lose and die? It is up to you!

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5.00-19...	8.64	7.20	1.14	4.56
5.25-18...	9.27	8.00	1.27	5.08
5.50-17...	10.15	8.75	1.40	5.60
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