



Stains Flies Bred



NEW YORK... Steve Hama (above), American heavyweight contender, has thrown the Madison Square crowd here into confusion by announcing he has accepted a match with Max Schmeling in Germany and to be staged soon.

Farm Question Answered At N. C. S.

Question: How can lice on dairy animals be controlled?
Answer: A two per cent solution of creolin applied with a spray pump or brush is a fairly effective measure for control. A second application should be given in about ten to fourteen days to kill any lice that hatch after the first application. There are several standard dip solutions on the market that are also satisfactory but, when using them the directions given should be closely followed.

Question: What green feeds are available for use in the poultry ration during the winter months?
Answer: Where there are no growing crops, cured alfalfa hay, lespedeza, or clover hay make good greens for winter use. When fed in racks the birds will eat only the leaves and the stems can be thrown in the litter. Alfalfa leaf meal, provided it is green in color, also makes a satisfactory green feed but should not constitute more than ten per cent of the mash. This meal is much preferred to the regular alfalfa meal but neither is as satisfactory as the alfalfa hay fed in racks.

Japanese naval stand is upheld by Senator Nye.

Washington News For U. S. Farmers
CROP CONTROL SPREADS ROUGHAGE FROM CANADA AGAINST AMENDMENTS
PROPOSES FARM BANK SMALL CROPS PAY MORE
From DUPLIN TIMES Washington Bureau
Control of agriculture is noted in almost every county, with the nations maintaining broad powers and, as a general rule, seeking further authority. The coming year is expected to see further progress in the direction of control, with the United States, regarded as one of the most democratic of countries, leading the way with its adjustment programs. These established an essential new policy in governmental regulation which other nations have not hesitated to follow.

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Only Ford Truck
Better load distribution and materially improved driver comfort are among the important improvements in Ford V-8 trucks for 1935.
A better, more effective clutch, improved braking and substantial improvements in the cooling system are design features appealing to owners and drivers.
Although in all 49 improvements are announced, there is but a single change in the 30-horsepower V-8 engine—a directed-flow crankcase ventilation system.
Described as the Ford V-8 "double-duty" truck, the line for 1935 includes seven types. Special attention has been given to smartness of appearance in all of these with new front-end appearance, a new cab design and wider and deeper fenders with large skirted aprons.
The truck, available in two wheelbases, 131½ and 137 inches, and the following types:
121½-inch chassis—panel, platform, stake, hydraulic dump, cab and chassis with dual wheels and auxiliary springs for tractor use.
137-inch chassis—platform and stake.
The "double-duty" designation, it was explained, is based on the truck's ability to give speed for fast delivery, as well as power and ruggedness for heavy duty hauling.
The additional room on the truck chassis has been obtained by moving the engine forward, increasing the distance from the back of the cab to the centerline of the rear axle by 6½ inches. This moved the "load center forward" so that more of the load is now carried on the front axle. This is more ideal distribution of the load gives increased brake effectiveness and more uniform tire and brake wear, also allowing acute angle turns with full-width semi-trailer and reducing the body overhang.
A high efficiency cooling system, including a wider radiator with 15 per cent greater cooling area, is a new feature. It includes larger water pump impellers and a six-blade 15¼-inch fan. Water-jackets extend the full length of the cylinder walls and along the upper crankcase walls, keeping both the engine and the oil in the crankcase at efficient operating temperature.
The new heavy-duty clutch is built for longer life and smoother engagement. The pedal pressure at idling speeds is reduced. Centrifugal force developed by means of weights at the outer ends of the clutch release levers is applied as the engine speed increases to insure maximum resistance to slippage. The clutch diameter has been increased to 11 inches, giving more than 123 square inches of frictional surface. Its design has been simplified with fewer working parts, and the clutch is ventilated for cooler operation.
Brake drums are cast alloy iron with integral cooling ribs and an extra large reinforcing rib to prevent distortion. The brake-shoe pressure is more evenly distributed by a newly designed and simpler internal mechanism. The brakes are designed to require less frequent adjustment.
Steering stability and riding ease have been improved by mounting the front spring four inches ahead of the front axle. The front spring is longer, with shackles closer to the wheels. Oil-lubricated bearings are provided. The front axle is heavier.
The full floating rear axle, in which the load is carried on the reinforced axle housing, is continued. All driving and braking stresses are transmitted directly to the frame through the full torque tube and radius rods.
Freely-shackled semi-elliptic rear springs support the frame at four widely separated points, resulting in a material reduction in frame flexure and body wear. Auxiliary springs, recommended for unusually heavy loads, are available upon order.
The steering gear is of the "worm and sector" type, with 17 to 1 ratio for easy handling.
The new coupe-cab is of welded all-steel construction and is designed to give the driver passenger car comfort. The new adjustable driver's seat is of the fitting-back type with comfortable mattress-top seat cushions. The seat width has been increased to 48½ inches.
The new 12-gallon gasoline tank has a conveniently located filler cap, doing away with any need for the driver to get out of his seat. The gas interior is fully lined with durable material in a paint-prime finish. Hood and door are insulated, especially to guard against engine heat in all winter months.

A Woman With Energy



LOVELY Mrs. William LaVare (above) plans to accompany her husband to uncharted parts of South America again this winter to continue their search for the source of gold and diamond deposits in the lower rivers.
This energetic lady has penetrated places where no white woman had ever been before—the "Lost World" of the Brazilian hinterland and the jungle-hidden "Golden City of Mannos."
Those who like their wild life at the zoo or circus should be told Mrs. LaVare takes civilization with her. Shopping lists for the next venture include cosmetics, bath salts, silk lingerie and cigarettes. She had \$30,000 of the latter on her last trip.

The Queen of Roses



PASADENA... Miss Muriel Brown, 17, (above), was the Queen of the 1935 Tournament of Roses. Her reign began at the Coronation Ball, December 27th and continued west New Year Day.

INDIANAPOLIS... Deputy Attorney Gen. J. Edward Barker (above) has declared that he will not run for re-election in 1936, a move which may mean the departure of Barker from the Indiana bench.
The order of the Indiana Commission on Government Administration, published in its report and available for public inspection at the Indiana State Capitol in Indianapolis, is that Barker should not be re-elected in 1936.
The order is based on the fact that Barker, during his term of office, has been guilty of "gross negligence" in the discharge of his duties as attorney general.
The order is a result of a series of charges against Barker, which include the fact that he failed to prosecute the case of Joseph Burns, Chicago mob boss, recently captured.

HOLLYWOOD... When the National Inventor's Congress meets here in January the delegates will get to see Hilda Hon doing her stuff... namely, "getting her freedom by laying an egg." The trick nest has a trap door which is opened when the egg rolls down to the basket below. The near rumblings of trouble coming for the Governor on the eve of the Legislature.

MARRIED LIFE—Watch for a movement in the Legislature to pass a law against married women serving as public school teachers. Alexander B. Andrews, of Raleigh, has compiled some figures which show that approximately 7,000 married white women are teaching school in North Carolina. Some States have rules against employment of married women in the schools where single ones are available and sentiment for such a law in North Carolina has been cropping out in spots lately.

GETTING TAU—Political lines are drawing tighter in the Capital City these days and you need not be a political wise man to sense the forming of groups behind the favorite candidates for Governor and the Eastern Senate seat in the classic of 1936. Probably the most pronounced single group are those behind Governor Ethinghaus and Senator Josiah W. Bailey and there's no longer any doubt many people want the Governor to oppose Mr. Bailey. Other blocs are forming in behalf of Clyde R. Hoey, of Shelby; Congressman R. L. Doughton and Lieutenant Governor A. H. (Sandy) Graham for Governor.

LIQUOR—Several months ago it was a generally accepted opinion that this General Assembly would shy away from any efforts to change North Carolina's dry laws but as the time for convening draws nearer the prohibition question has stepped boldly into the spotlight of speculation. From all indications the Drys still have the situation well at hand but a lot of folks can't figure out just what is happening to bring out an apparent change of sentiment in some quarters. You can find plenty of editors of the law suffering headaches since Virginia legalized liquor and Tar Heels began week-end excursions into the Old Dominion. Some of these snipe arms of the law privately express the hope that something will be done to liberalize the State's liquor laws at the coming session.

Road Work Best For Unemployed

The most constructive form of unemployment relief is road building.
"There North Carolina, with its record of highway construction, should in this time of need not only neglect its highway program but actually cripple it is one of the most illogical and shortsighted developments on record," Georgia Ross Fox of Raleigh, General Counsel of the Highway Protective League of North Carolina said today.
His statement focused attention on the law of Federal Aid which requires the state's highway system unless that neglect is remedied. Mr. Fox pointed to the fact that under present conditions there are no state funds available for highway construction, while in 1935 the necessary amount to match Federal Aid is also less than \$2,000,000, and the same for 1936.

find there is no form of relief for the unemployed that has a more beneficial effect, gives more value per dollar spent, or a bigger per cent of the dollar directly to labor than road work. Actually, conservative estimates indicate more than 80 cents of every dollar spent on highways goes to labor.
"A program of highway building will put thousands to work. And for every man at work on highways two more are put to work producing the materials and equipment needed.
"This is no time to stop building. While the Federal Government is borrowing billions to spend on construction, to keep men out of breadlines and off relief rolls, North Carolina's refusal to spend cash collecting from motorists for improvement of the highways is a deplorable out of step refusal to go along with reconstruction in accordance with Federal officials and in accordance with the national policy."

Livestock and Poultry Judging Champions



CHICAGO... Top picture is of the champion junior livestock judging team from Clearwater County, Minn., which won the 1934 4-H Club championship. Left to right they are: Delbert Darst, Clement C. Chase, (coach), Glenn Long and Clifton Gustafson. Lower picture is the 1934 national poultry judging team from Oklahoma which won the championship. They are, left to right: Claud Hall, 16, of Fairview; Roger Murphy, 16, of Edmond and Floyd Clay, 19, of Lookeba.

New Ford V-8 De Luxe Tudor Sedan Shown



PHOTO shows the new Ford V-8 De Luxe Tudor sedan for 1935. It has just been announced. The V-8 line are substantially modernized in comparison with previous Ford standards. The cars feature many engineering improvements providing greater riding comfort and increased ease of control. The engine has been moved forward. Passengers ride closer to the center of the car. The Ford V-8 engine now has a new system of crankcase ventilation. The Tudor sedan is also available with out-of-lux equipment.

members of the State Bar Association...
The State Bar Association has elected...