

The Watauga Democrat.

R. C. RIVERS, Editor and Owner.

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COLD IN SAND HILL PEACHES

Twenty-five years ago one could have gone into the sand hills country of North Carolina and purchased land as far as he could see in any direction for fifty cents an acre and had his friends and neighbors might have moved to a possession of land to prevent him from throwing away his money.

But when the early years at the end of the century had passed the peach industry had come into the sand hills country. Then, and for many years, the peach crop was not so much as it is now. It was a crop of a few acres and a few men.

For instead of the old wastes of former years one will now see broad sands of acres of peach trees planted row on row and just now coming into their harvest. An enormous industry has been developed within a decade and the end of the development is not yet.

The crop this year is about two weeks late and the heavy shipments did not begin until yesterday. The peak movement, says the North Carolina division of markets, will come about August 4, when from 200 to 250 cars of peaches will be shipped each day. The state division of markets estimates a total movement this summer of 1,700 refrigerator cars and 300 express cars—2,000 car loads of peaches raised in land that only a few years ago was thought to be entirely without value.

Last year frost caught the bloom and only about 300 car loads were shipped. In 1922 the crop movement was 1,250 refrigerator cars and 250 express cars.

The industry is only in its infancy. The peaching business must be expanded in proportion to the growth of the peach crop to save waste and glut on the market. Of the 1,871,111 commercial peach trees in the sand hills belt, only 92,382 trees are now bearing. Within the next five years when the younger trees come into bearing, the output will be credited and an annual shipment of from 5,000 to 6,000 cars is predicted.

One does not have to go to California to find gold. There are opportunities all around for those with eyes to see and the nerve to experiment.—Danville News.

HAULING BY TRUCK

The New York Times under the caption "Short Hauls by Trucks," calls attention to the fact that American citizens are realizing more and more the convenience of short hauls by trucks rather than by railroads.

The Times points out that the future use of trucks depends largely on the amount of road building. Here in North Carolina we are preparing to do short hauling with trucks by constructing modern hard surface roads. In many states of the union that is not the case however, and therefore, the Times is right in saying we must build more and wider roads. The Times says:

"A new witness to the value of trucks instead of railroads for short hauls is found in the formation of

a corporation to specialize in the construction of six wheel trucks especially designed to reduce the road impact and to permit the carrying of large loads. The increase in the number of trucks of all sizes and kinds has been particularly noticeable since the war. It naturally gave an impetus to trucking owing to the necessity of supplying moving armies with food and munitions. In France ammunition and supply trains were almost entirely dependent upon the trucks, and there, owing to the congestion on some of the railroads, there was even much long hauling of freight by automobiles. In peace times, however, the principal value of the trucks has proved to be as feeders to railroad freight lines and as means of transport for farm products and other goods over short distance from country to city, or occasionally from one town to another.

"The use of trucks is intimately bound up with road building. If trucking is really to rival railroads for short hauls, the states and the nation will have to build more and wider roads with deeper foundations. The amount of road space taken up by big trucks is generally so great that they delay passenger traffic. This is largely due to the fact that most of the highways are not wide enough. The damages done to road surfaces by the heavy pounding of the loads has made most truck-freighted roads so rough that passenger traffic is uncomfortable. The principal reason for this is that the roads were not built with a view to carrying heavy loads.

"Numerous state highway commissions have been conducting experiments to test the load-carrying capacity of trucks and to determine the type of road bed best fitted to support them. This work will have to be developed so that when existing highways are which these trucks are carrying, the material can withstand the impact of heavy vehicles. It goes without saying that the improvement in road construction which will result from the use of trucks will be well worth the cost. But it is impossible to escape the conclusion that the trucking industry has the need for wider and smoother roads will increase."

JUDAS SOLD HIMSELF

(W. A. Wason.)

"Still as old men by themselves are paid—for thirty pieces of silver Judas sold himself—not Christ." We have often thought of the betrayal of Christ by Judas, the man of sin, the man who kissed the Son of the Living God on a dark and dismal night with a kiss that was as cold as blood.

That false kiss will ever be remembered and registered against Judas around Christ's throne and on the bars that span heaven. That sin will stand for all eternity never to end. Oh what a mortal man Judas must have been. A son of perdition doomed for an eternal punishment which the love of money and the price of sin brought down upon his head.

The only Begotten Son of God, was to be betrayed into the hands of sinful men, accused without a cause, suffer and die upon the Roman Cross. Oh what a sacrifice Christ the King made and what a great loss to Judas—sold himself for thirty pieces—not Christ. The sacrifice of blood was made for the atonement of sin that you and I might be made free.

"The blood of Christ cleanses us from all sin" so Judas paid a penalty while Christ made a sacrifice. Which one are you going to follow? Christ the King or Judas the destroyer who with a kiss put Christ into the hands of his enemies—suffered, died, was buried and on the third day arose again more glorious and bright—ascended to his father and is now on the throne of mercy pleading your and my cause.

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