

THE GLEANER

ISSUED EVERY THURSDAY

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GRAHAM, N. C., Dec. 16, 1926.

"ECONOMY" STILL MOVING UPWARD

The President's message to the Congress Tuesday might lead the unwary to conclude "Economy" is a discovery of the present National Administration, for it is soberly asserted that—

"Whatever doubts may have been entertained as to the necessity of this policy and the beneficial results which would accrue from it to all the people of the nation, its wisdom must now be considered thoroughly demonstrated."

But on Wednesday the President sent another annual message to the Congress—the budget message—and this latter tells a different story. It shows that the Administration, instead of cutting the enormous total appropriations of the last few years is asking for even more. The immense increase of more than \$400,000,000 for 1927 over 1926 was astounding in the midst of claim of economy.

Apologists said it was an unusual and abnormal condition that made appropriations so large for 1927. Yet they are to be enlarged again if the Congress complies with the President's requests.

The upward movement of appropriations in the Coolidge Administration (notwithstanding claims of economy) is one of the very excellent reasons in favor of amending the tax law by cutting rates, as the Democrats are seeking to do, instead of merely giving a percentage credit next year on this year's accrual to dispose of a part of the surplus, and letting the present rates stand. The fact is, rates are and have been, too high, with the result that there is a constant temptation to more and bigger government costs.

Appropriations for 1928 recommended by the President in his budget message are in round numbers \$4,000,000,000 which is about four times the total for any pre-war year in our history, yet the President keeps up an effort to make the people believe his Administration is breaking records in saving. There is poor prospect of real saving until the amount of revenue within reach is reduced by lower rates of taxation and abolition of remaining special war taxes.

PAYING FOR IT ANYWAY.

The Japanese demand for asphalt is growing steadily, owing to the increased road mileage. The larger part of the asphalt used in the past has been imported from the United States, about 60,000 tons annually.

Japan, like all other sections of the world, is learning that bad roads are far more costly than good roads. Bad roads keep farm products from markets, while roads scientifically constructed and maintained with modern road machinery, really represent an investment rather than an expense—they offer insurance against tremendous economic waste such as wear and tear on automobiles and wagons, and inability to move crops.

One state highway official states the case graphically: "Your road district may as well have tractors and modern machinery, you are paying for them anyway."

And so it is with roads; the taxpayer pays for hauling on rock which is washed and blown away in mud and dust, when a waterproof, shock absorbing wearing surface would save this precious material and prevent constant maintenance expense.

Trustee's Sale of Real Property.

By authority of the power of sale contained in a certain deed of trust executed to the undersigned Trustee by D. W. Brown and wife, Lula Brown, executed on the 25th day of February, 1924, and recorded in the office of the Register of Deeds for Alamance County in Deed of Trust Book No. 95, at page 256, said deed of trust having been executed for the purpose of securing the payment of certain bonds therein described; and default having been made in the payment of said bonds and interest thereon as set out in said deed of trust, the undersigned Trustee will, on

SATURDAY, JAN. 8, 1927, at 12:00 o'clock noon, at the Courthouse door in Graham, N. C., offer for sale at public auction, to the last and highest bidder for cash, the following described real property, to-wit:

TWO certain lots or parcels of land lying and being situated at Elon College, Boon Station Township, Alamance County, North Carolina, adjoining each other and the lands of Mrs. E. C. Crawford, G. W. Patton, W. S. Tate, B. Cable, L. Tickle, E. Huffines and others, described and defined as follows:

FIRST TRACT: Beginning at a stake on Mrs. Crawford's line, W. W. Staley's N. W. corner, running N ½ deg E to a stone, corner Mrs. Crawford's lot; thence N 89 ½ deg W to a stone in Patton's line 6.40 chs; thence N ½ deg E 7.53 chs to a stone in Huffines line; thence N 86 ½ deg E 14.52 chs to a stone in W. S. Tate's line; thence S 4 ½ deg W 12.31 chs to a stone in edge of said Tate's yard; thence S 84 chs to a stone in middle of Kerr Avenue, projected; thence S 1.97 chs to the middle of the intersection of Kerr and Haggard Avenues; thence W with Haggard Ave. to Staley's corner; thence N with Staley's line to his N E corner; thence W with Staley's line to the beginning, containing fourteen (14) acres, more or less, on which is situated a six-room dwelling, barn and other outhouses.

SECOND TRACT: Beginning at a rock, corner with said Huffines; thence S 5 ½ deg W 4.95 chs to an iron bar in said Brown's line; thence S 63 ½ deg W 2.05 chs to an iron bar in a road; thence N 87 ½ deg E 5.78 chs to a rock in said Cable's line at a tobacco barn; thence N 4 ½ deg E 18.33 chs to a rock corner with said Cable; thence S 87 ½ deg E (B.S. 84 ½) 7 ¼ lks to a rock, corner with said Cable; thence N 4 ½ deg E 13.35 chs to a rock, corner with said Tickle; thence N 86 deg W 77 lks to a dead red oak tree, corner with said Tickle; thence N ½ deg E 3.06 chs to a rock, corner with said Tickle; thence N 84.05 deg W 6.57 chs to a rock, corner with Huffines; thence S 5 deg 55 ½ min W 29.75 chs to the beginning, containing twenty-six (26) acres, more or less. Sale subject to advance bids as provided by law.

This the 4th day of December, 1926.

Alamance Ins. & Real Estate Co., Trustee.
J. Dolph Long, Attorney.

STRAIGHT SALARY: \$35.00 per week and expenses. Man or woman with rig to introduce EGG PRODUCER. Eureka Mfg. Co., East St. Louis, Ill.

LADIES, who can do plain sewing at home and want profitable spare time work. Write (Enclose stamp) to HOMAID DRESS COMPANY, Amsterdam, N. Y.

MAIL EARLY AND BUY Christmas Seals



Trustee's Sale of Real Property.

By virtue of the power of sale contained in a certain deed of trust executed to the undersigned Trustee on the 28th day of October, 1921, by H. Tillman and wife, Lenna Tillman, for the purpose of securing certain bonds described in said deed of trust, which said deed of trust is duly recorded in the office of the Register of Deeds for Alamance county, N. C., in Deed of Trust Book No. 89 at page 224, default having been made in the payment of said bonds and the interest thereon according to their tenor, the undersigned Trustee will on

SATURDAY, JAN. 15th, 1927, at 12:00 o'clock noon, offer for sale for cash, at public auction, to the last and highest bidder, at the Courthouse door in Graham, N. C., the following real property, being the first of three described tracts in the above stated deed of trust:

FIRST TRACT: Adjoining the lands of Ireland Street, G. M. Brooks, Alamance Insurance and Real Estate Company and others, bounded as follows:

BEGINNING at a corner on South side of Ireland Street, corner with Alamance Insurance and Real Estate Company (formerly Dr. J. W. Page corner); thence with line of said Ireland Street 97 ft to a corner with said G. M. Brooks; thence with line of said Brooks S 55 ½ deg W 234 ft to a corner of G. M. Brooks and Alamance Insurance and Real Estate Company; thence with their line 40 ½ ft to an iron bolt; thence N 63 deg E 254 ½ ft to the beginning on Ireland Street, this being the property upon which is now situated a six room dwelling.

This sale subject to advance bids as provided by law.

This the 14th day of December, 1926.

THE ALAMANCE INSURANCE AND REAL ESTATE CO., Trustee.
J. DOLPH LONG, Atty

NOTICE! Of Service Of Summons And Warrant Of Attachment.

State of North Carolina. County of Alamance. In the Superior Court. Ed Hodge vs. D. W. Brown

The defendant in the above entitled action will take notice that, on the 13th day of December, 1926, summons in this action was issued against him by E. H. Murray, Clerk of the Superior Court of Alamance county, North Carolina, and that in this action the plaintiff claims the sum of \$404.00 to be due and owing him on account of his having to pay a note which he had endorsed for the defendant in said amount, which said summons is returnable at the office of the Clerk of the Superior Court of Alamance County on Monday, January 17, 1927.

The said D. W. Brown will further take notice that a warrant of attachment shall issue in this cause on the 13th day of December 1926, against the property of the said D. W. Brown, which warrant is returnable at the time and place named for the return of the summons.

The said D. W. Brown will further take notice that he is required to appear at the office of the Clerk of the Superior Court of Alamance County, at the courthouse in Graham, on or before the 17th day of January, 1927, and answer or demur to the complaint filed in this cause, or the relief demanded will be granted.

Done this the 13th day of December, 1926.

E. H. MURRAY, Clerk Superior Court

ADMINISTRATOR'S NOTICE.
Having qualified as administrator, o. t. a., of Mrs. Sarah C. Poole, notice is hereby given to all persons having claims against the said estate to present the same to the undersigned duly authenticated on or before the 10th day of August, 1927, or this notice will be pleaded in bar of their recovery. All persons indebted to said estate are requested to make prompt settlement. This, August 9, 1926.
R. L. CLAPP, Administrator of Mrs. Sarah C. Poole, Dec'd.
J. S. COOK, Atty.

AWARD OF THE SOUTHERN RAILWAY'S CORN CUP IN 1925



Selecting the Prize Winning Corn in the 1926 Contest for the Corn Cup offered by the Southern Railway System.

Atlanta, Ga.—The handsome silver cup offered by the Southern Railway System to the grower of the best ten ears of corn, produced in eight states of the South and exhibited at certain state and district fairs, was first competed for in 1925. It was shown at most of the fairs within the territory and did much to stimulate competition among the corn growers of the South.

The ten-ear exhibit adjudged to be the best shown at each fair was put up in a sealed package by the officials of the fair and forwarded to the General Agricultural Agent, Southern Railway System, Atlanta, Ga., with a letter certifying the name and postoffice address of the grower and exhibitor of the corn and the county in which it was grown. Twenty-seven lots of corn which had won first prizes at the fairs were forwarded to Atlanta.

At the invitation of Southern Railway System, Mr. John R. Hutcheson, Director of Agricultural Extension, Blacksburg, Va.; Mr. E. B. Ferris, Director of the South Mississippi Branch Experiment Station, Poplarville, Miss., and Mr. C. A. Cobb, Editor of the Southern Ruralist, Atlanta, Ga., met in Atlanta on December 7 to select the best one of the twenty-seven lots of corn and award the cup. Each ten-ear exhibit was given a number and the judges had no means of knowing where it was grown or by whom it had been exhibited.

It is doubtful whether so many uniformly good exhibits of corn had ever before been gotten together in the South. All of them were good, but, after carefully going over each exhibit and scoring it on the schedule of points governing the award, the judges unanimously agreed as to one to which the cup should be awarded. It was then found that this exhibit had been grown by William Patton Boland, a 16-year-old Corn Club boy, of Pomaria, Newberry County, South Carolina, and had been awarded the first prize at the South Carolina State Fair, at Columbia. He was accordingly awarded the cup for 1925. In

awarding the prize the judges said: "The committee of judges feel that the exhibits assembled in the Southern Railway Corn Contest were very creditable throughout and that the Southern Railway itself, especially its Development Service, is to be heartily commended for this forward step it has taken toward the development of Southern agriculture. "We feel that offering the trophy is distinctly in the interest of the farmers generally throughout the entire southeastern section of the country and are of the opinion that the contest is worthy of the continued support of the farmers and agricultural leaders in the South. We were pleased to find so large a number of exhibits representing so wide a territory, indicating the wide-spread interest in the contest."

The cup was formally presented to William Patton Boland in the Governor's office at Columbia on December 23, by Governor Thomas G. Lee of South Carolina.

In conformity with a concurrent resolution adopted by the legislature of South Carolina, the cup was put on exhibition in the lobby of the State House. It was shown at Charleston, S. C., during the meeting of the National Foreign Trade Convention in that city, April 28-30, 1926, and was taken to Washington, D. C., and shown during the meeting of the United States Chamber of Commerce, May 11-18, 1926, where it attracted much attention. By invitation, young Boland took the cup to the White House, where he was congratulated by President Coolidge and where photographs of the president, the cup winner and the cup were made on the White House lawn.

It is interesting to note that the corn which won the prize in 1925 was a variety originated in Georgia and improved by Mr. T. M. Mills, County Agent, Newberry County, South Carolina, a real expert in seed selection and production. The variety is a single-earred white dent type of fair uniformity and good quality. It is a heavy producer.

FARMING IN SOUTH ON SOUNDER BASIS

DEVELOPMENT OF PRACTICAL PLANS FOR DIVERSIFICATION AND SOIL BUILDING.

COW, HOG AND HEN PROGRAM

Combination of Dairy and Poultry Raising Provides Current Income for Farm.

By Roland Turner, General Agricultural Agent, Southern Railway System, Atlanta, Ga.

The future of the South's farming industry, and the general business prosperity of the Southern country insofar as affected by agriculture, is secure.

In the development of any important enterprise the first step is the careful, thoughtful formation of plans. Southern agriculture is a great enterprise, the plans for which have been perfected in every important detail, and the work of construction is now under way, as is evidenced by the wide diversity of interest in production in practically every Southern farming community. The South has engaged in sounder thinking since the advent of the cotton boll weevil and has set about the correction of the economic error of buying from other sections foods and feeds that could be grown at home.

In the cotton belt, east of the Mississippi river, since the advent of the cotton boll weevil, the development of improved methods and of wide diversification of production, including live stock, has been most gratifying. The fine strides along these lines were not made without real effort. The service of the newspapers in "selling" the idea of the value of a current cash income for every farmer and the splendid way in which this might be secured through adding cows, poultry and hogs, has been fine indeed.

Cow, Hog and Hen Program.

No plan ever suggested has proved so practical or has grown in such favor as has the "Cow, Hog and Hen Program," embracing a few cows on every farm, the sale of cream and the feeding of skim milk to chickens and pigs. It has been most effective in helping farmers and relieving their greatest necessity, that of a current cash income to meet running expenses of the farm and family. The sale of whole milk can be made profitable only by those farmers most conveniently located with reference to the cities and centers of population. The farmer farther removed from the fresh milk markets should establish himself in the dairy business upon the basis of the sale of cream and should carry on the companion industries of poultry raising and hog raising in connection so as profitably to utilize skim milk on the farm.

Dairying on the basis of the sale of cream encourages the raising of young stock, as the farmer has abundant skim milk on which to feed his calves and it pays him to carry them as a means of utilizing his by-product. The market for butter in the South is, practically speaking, unlimited and the same is true with

reference to the market for poultry products and for pork.

Pastures throughout the South of superior carrying capacity to those known in any other parts of the country are now common and may be observed on many farms in any section of the cotton belt. The introduction of leguminous grazing plants, especially the winter growing kinds and of grasses, including Bermuda, Dallis grass, carpet grass and lespedeza, has converted many a pasture from one of poor production of indifferent quality grazing to one of the highest excellence.

Greater Production Needed.

Southern farmers are not producing anything like the annual volume of wealth they might produce, considering strength of soils, rainfall, its distribution and general climatic conditions. While diversification already reached is considerable and most gratifying, the many phases of farm production now in evidence should be added on a greater proportion of the farms and are, as a matter of fact, very rapidly being added.

The plans that have been formulated and that have taken such definite shape in the minds of Southern farmers for the building of a great agricultural industry have included soil building. The long growing season, coupled with a wide range of suitable legumes, makes it entirely practical for the farmer to include a soil improvement crop in connection with every important money crop grown in the South. He may thus add to the soil, either through plowing in the crop or its residue of humus-making material each year.

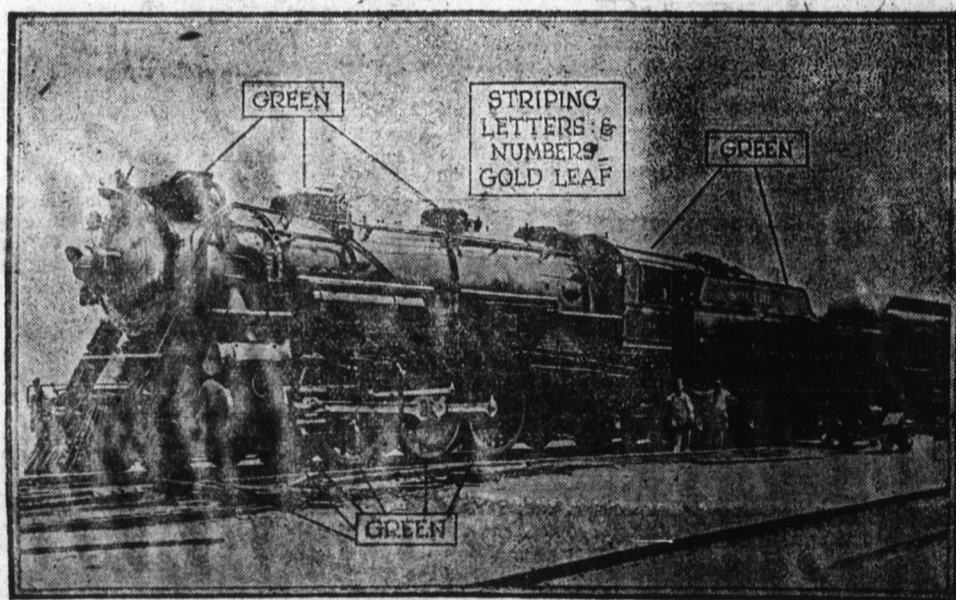
One phase of Southern farm production that has not been given the attention it is entitled to is that of mutton and wool. At this time, however, interest in sheep raising is rapidly developing. Sheep may be produced on Southern farms most economically and conditions of climate which are almost ideal make it possible to put on the early spring market lambs of finest quality. The almost ideal conditions in the South will enable farmers to produce lambs, mutton and wool more cheaply and to realize a finer margin on sheep raising than in other parts of the country.

Poultry as a substantial source of income to the farmer is being appreciated and greater interest taken in this line of husbandry than has ever been known before in the South. With improved breeds and better care in the matter of housing and feeding poultry is becoming, on many farms, an important source of current income.

Leaving One-Crop System.

Those farmers of the South who had practiced the one-crop system and who, in seasons of poor cotton crops or unfavorable market conditions, had frequently been much distressed with the burden of debt, are emerging from this unsound, unfavorable economic condition. They are gradually adding phases of production, particularly dairy cows, poultry, hogs and, in certain sections, fruit and vegetable crops, from which they are realizing current cash, which is being used for taking care of the household and farm expenses, leaving the proceeds from the main crops as a bankable surplus. The rotation of fields incident to the cultivation of a wider range of farm crops is proving most valuable and helpful in the important matter of improving the condition of the land and increasing its producing capacity.

SOUTHERN ENGINES IN COLOR SET NEW STYLE



Handsome New Passenger Locomotive of Southern Railway System, Painted Green and Gold.

Atlanta, Ga.—Much attention has been attracted by the brightly painted locomotives which the Southern Railway System is putting in service to pull its fast through passenger trains. Displacing the sombre black which has been the universal garb for locomotives on American railroads in recent years, the Southern has adopted a color scheme of Virginia green and gold for its passenger engines and twenty-three of the heavy Pacific type are now coming from the Richmond plant of the American Locomotive Company, dressed in the new colors. They are a part of an order for 113 locomotives which was given to the Southern in March.

The new engines have tenders, cabs and other projections above the boiler jackets; drivers and truck wheels painted a rich Virginia green with gold leaf striping. The boiler jackets, driving rods and other running parts are highly polished, adding greatly to the attractive appearance of the locomotives. The photograph shows No. 1393, the first of the new engines to reach Atlanta, ready to pull No. 35, the "Crescent Limited," from Atlanta to Spencer, N. C.

Four of the engines which will handle Nos. 37 and 38 between Atlanta and Washington have their tenders lettered "Crescent Limited" and three to run between Chattanooga, Birmingham and Meridian have their tenders lettered "Queen and Crescent Limited."

A distinctive feature of these new locomotives is the size of the tenders which have capacity for 14,000 gallons of water and 15 tons of coal. The tenders have twelve wheels, being mounted on two six-wheel trucks, and were designed to eliminate stops

for water. They run through between Atlanta and Greenville without stopping for either coal or water. Likewise no coal or water is taken between Greenville and Spencer, N. C., where engines are changed. The engine put on at Spencer runs to Monroe, Va., on without taking on coal or water and then runs to Washington, D. C. Two engines thus make the run of 497 miles between Atlanta and Washington, each of them stopping only once for coal and water.

Like other heavy Pacific type engines now in service on the Southern, the new engines have 73-inch driving wheels, cylinders of 27-inch diameter and 28-inch stroke, and such modern improvements as mechanical starters, power reverse gears, feed water heaters, superheaters and brick arches. The engines alone weigh 200,000 pounds and the tenders when loaded 256,000 pounds.

USE NEGLECTED ASSET SAYS SOUTHERN FIELD

COMMUNITIES URGED TO HELP GRADUATES OF AGRICULTURAL SCHOOLS ACQUIRE FARMS.

Washington, D. C.—An issue of The Southern Field just published by the Development Service of Southern Railway System, is devoted to the agricultural and horticultural upbuilding of the South.

Its most important features are an editorial and an address by Mr. Roland Turner, General Agricultural Agent, Southern Railway System, directing attention to the opportunity to put graduates of Southern agricultural schools and colleges on farms. At present a very small proportion of these trained young men become dirt farmers for the simple reason that the great majority of them lack sufficient money to enable them to take over a farm and run it in the way that they have been taught farming ought to be done. It is suggested in the Field that organizations or individuals can do real constructive work in their communities by preparing groups of attractive farms and offering them to these splendidly equipped young men on terms that will enable them to pay out and own unencumbered farms.

This issue also includes articles on Southern Horticultural Development; on Southern Apple, with special reference to marketing advantages and freight rates as compared with Western apples; on Opportunities for Growing Grapes in the South; on Profits from Sheep, with special reference to spring lambs; on Dairy Cows and Poultry; on Handling the 1926 Peach Crop to Market; on the benefits of a profitable Hog; and on a remarkable transportation record made by Southern Railway in Handling Mules, or the Spanish Government.