

THE GLEANER

GRAHAM, N. C., JUNE 6, 1929.

LOCAL NEWS

The new Board of Town Commissioners have inhibited the parking of cars in the center of N. Main street.

Mr. J. O. Rogers has completed his new bungalow on N. Main street and moved in. It makes an attractive appearance.

Up in Vermont there was a flurry of snow the first of the week. Mr. Coolidge must have visited his old home about that time. It was cool here too.

Judge W. A. Devin came Monday and is presiding at the court this week, having made an exchange with Judge Sinclair who presided over the court here last week.

A revival service will begin at Providence next Sunday morning. The pastor, Rev. J. U. Fogleman, will be assisted by Rev. J. Lee Johnson. Services every evening at 8 o'clock.

The final exercises of Graham Public School commencement come Friday night—class day exercises and literary address. Dr. F. S. Hickman of Duke University gave his audience a fine sermon Sunday night. High School play—"Be an Optimist"—tonight.

A prototype of the "Best Friend of Charleston," first locomotive engine built in America an hundred years ago, is making a tour over the lines of the Southern. It will be at Graham station about 10 o'clock on Saturday morning. It is a sight worth seeing. Illustration and description on this page.

The swarm of bootleggers hived a few weeks ago are having their turn in the Federal Court in Greensboro before Judge Hayes this week. From the way he is dealing out sentences to the Atlanta prison and to jail it would appear that bootlegging would be shorn of its romance for the victims for a while, at least.

Attending the marriage of Miss Nancy Belvin Harden to Mr. Frank M. Wright in Raleigh at 6:30 last Saturday evening were the following from Graham: Mr. and Mrs. Walter R. Harden and daughters, Misses Elizabeth and Annie Ruth, Mr. and Mrs. M. R. Bives and daughter, Miss Mary Worsley, Mr. and Mrs. George Harden, Miss Rebecca Harden and Mrs. J. D. Kernodle. The bride is the daughter of the late Mr. John W. Harden, Jr., and Mrs. Katie Belvin Harden, and a niece of Mr. Walter R. Harden and Mrs. M. R. Bives.

Memorial Services at Providence

Last Sunday was all that could be wished for in the way of weather for the annual memorial service at Providence.

Aside from the inspiring music in the morning, the addresses of Mr. Chas. H. Ireland of Greensboro and Dr. Daniel Albright Long were the main features.

Mr. Ireland made a very excellent address that was timely and full of interest.

Dr. Long followed. The occasion seemed to be especially inspiring to him, for it was here more than three-quarters of a century ago that he first became a worshiper. The Doctor is now 85, but age has not bent his form nor dimmed his memory.

From a well stored mind and retentive memory he traced in eloquent words the progress of the Church since the Christian Era. We shall not attempt to follow him through, but suffice it to say that all who heard him were near spellbound by his eloquence and fine word-painting.

His voice was strong and thoughts came so swiftly that he scarcely had time to give them utterance. In the afternoon a business meeting of the association was held, after a most sumptuous dinner had been served in picnic style.

The following officers of the association were re-elected: Junius H. Harden, president; Mrs. W. H. Holt, secretary; and McBride Holt, treasurer. The report of the treasurer, showing an interest-bearing fund of about \$1,600.00 for the up-keep of the cemetery, was especially gratifying.

In the large congregation attending the exercises were many from different parts of the county. Among those present from a distance were Mr. E. D. Broadhurst of Greensboro, Mr. and Mrs. S. A. Holleman of High Point, Mr. Daniel L. Bell of Pittsboro, Mr. and Mrs. Frank Carleton of Durham, Mr. and Mrs. D. J. Sipe, Miss Nannie Baker Farmer and Mr. Will Pierce of News Ferry, Va., and Mrs. Geo. M. Harden and Miss Lizzie Pullen Belvin of Raleigh.

PERSONAL

Mr. R. L. Holmes of Reidsville is a business visitor here today.

Mr. J. D. Moon returned last Saturday from Florida, where he spent the winter.

Mr. John B. Stratford returned Tuesday from a ten-day business trip in South Carolina.

Mr. Collier Cobb of Chapel Hill spent Wednesday night here with Mr. Wm. deR. Scott.

Miss Lizzie Pullen Belvin of Raleigh spent the first of the week here with Miss Elizabeth Long.

Mr. W. C. Hornaday, a Confederate veteran, is attending the Reunion in Charlotte this week.

Don Holt is spending a few days at home from Chapel Hill. He will graduate from the University next week.

Mrs. H. W. Scott and children, Billy and Betty, went to Raleigh last Friday to visit relatives. Mr. Scott brought them home Sunday.

Mr. and Mrs. Geo. R. Ross came up from Raleigh Wednesday and spent the day with the latter's parents, Dr. and Mrs. W. R. Goley.

Little Miss Wilma Ellington of near Siler City is here visiting her sister, Miss Frances Ellington, at the home of their grandmother, Mrs. W. C. Moore.

Miss Mamie Parker, president of Graham Chapter U. D. C., and Mrs. W. E. White left Tuesday for Charlotte to attend the annual Confederate Veterans' Reunion.

Mrs. C. B. Irwin of Fayetteville spent Tuesday here with Mrs. H. W. Scott. She came up with Mr. and Mrs. L. Banks Williamson who spent the day in Burlington with the former's brother, Mr. F. L. Williamson.

Mr. and Mrs. L. H. Kernodle of Danville spent last Sunday here. Mrs. Kernodle stayed over for a visit to Mrs. Ed Henderson till Wednesday evening, when Mr. Kernodle came for her and they returned home.

Mrs. J. D. Kernodle left Monday for Lumberton to visit her daughter, Mrs. Jas. D. Proctor, and to be present at the commencement exercises of the Lumberton High School to witness the graduation of her granddaughter, Miss Elizabeth Proctor.

Mr. Ray Harden and Ray, Jr., came up from Wilmington Saturday on a visit to his parents, Mr. and Mrs. Peter R. Harden. They returned home Sunday. Mr. Harden's mother and young brother, Junius Holt Harden, accompanied them home for a visit.

Mr. and Mrs. Armstrong Holt and Dr. and Mrs. Willard C. Goley spent from Friday till Monday in the western part of the State. Mr. Holt spent a while with his sister, Miss Martha, in Asheville. They went to Chimney Rock also, and returned by way of Blowing Rock and North Wilkesboro.

Mrs. Roy Long and daughter, Ora Holt, who have been visiting here at the home of the former's parents, Mr. and Mrs. A. Lacy Holt, leave tomorrow for Hickory to visit Mrs. Long's sister, Mrs. Chas. Dellinger. Mr. Long will return here with them Sunday and then they will return to their home. Fred Holt, Mrs. Long's brother, will accompany them home to spend the summer.

Alamance Grows All Kinds Of Legumes

On the farm of J. T. Reid, Alamance, N. C., R. F. D., one can see that Australian Winter Peas can be successfully grown. Many farmers over the South are finding Australian Winter Peas a legume admirably adapted to growing for soil improvement, and Mr. Reid is one of the number. Mr. Reid says they hold wonderful promise as an emergency hay crop as well as for soil improvement. The Assistant County Agent visited this field of peas and reports they are over a foot high with a perfect stand. Farmers of the County should visit this demonstration and see for themselves what the peas are, and get Mr. Reid to tell them how they can be grown.

Several other farmers in the County are growing Australian Winter Peas. Mr. V. T. Wood, Graham, N. C., W. T. Craton, E. C. Turner, J. Webb Lindley, Henry Scott, and maybe others.

Mr. Reid has one of the best farms in the County. It is worth any man's time to visit him and to see what he is doing.

W. H. HERRING, Jr., Asst. County Agent.

The latest 4-H club to be organized in the State is the Black Walnut Club. Each member is required to plant 25 hills or seedlings.

Address To North Carolina Members of the Jr. Order

State Councilor, D. W. Sorrell, says the following to the North Carolina Juniors:

The members of the National Board of Officers are paying us a fine tribute in their plans to lay the corner-stone of the North Carolina Cottage Dormitory at the Lexington home on Sunday afternoon, June 16th, 1929, at 2:30 o'clock. This is being built by North Carolina Juniors at a cost of about \$125,000.00.

Your council is invited to send a representative group on a pilgrimage to the home to be present on this eventful occasion. The meeting has been arranged for a Sunday afternoon so that the members of the Junior Order within the state may make the trip, attend the exercises and return to their home during the day without loss of time from their places of business.

The members of Graham Council will meet on the courthouse steps in Graham on the morning of the 16th, Sunday, and be photographed before the delegation leaves for Lexington to attend the cornerstone laying.

Alamance Farmers Grow Certified Seeds

Mr. G. K. Middleton, seed specialist of State college, has recently made visits to the farms of Flave Hornady, E. C. Ingle, John Trollering and N. A. Kimrey. These farmers plan to join in with Governor Gardner's "Better Seed Campaign" and to join with a host of other farmers in producing certified seed for other farmers.

A field of wheat on the farm of E. C. Ingle was certified, the same was true on the farm of H. A. Kimrey and John Trollering; a field of Abruzzi rye was certified on Mr. Trollering's farm.

To produce certified seed, the seed must be of an approved variety, the source of seed known. Not more than one-half of one percent of another strain is allowed in the variety. Only one percent of smut is allowed, no weeds as onions, cockle, cheat are allowed.

The field of seed offered for certification is inspected by the seed specialist, if approved it is later examined in the bin for weeds, if still approved it is later given the germination test.

On each bag of seed sent out by the grower, it carries a tag showing the findings of the seed specialist, and carries the signature of these seed breeders stating that these seed are as represented by the seed specialist and himself.

This is a good step forward by our farmers. Seed of known quality and origin is an advantage to all growers.

W. KERR SCOTT, County Agent.

Esther Hosiery Mills' New Building.

Down at the east end of Albright Avenue Esther Hosiery Mills is making progress on its new building, where the dying and finishing will be done. Sam T. Johnston is the contractor.

This new building is one story, 150x80 feet and basement 60x80. The concrete foundation is finished and the brick work is getting well under way.

If the business grows, rather we should continue to grow, the company has plenty of room for additional buildings, and the prospects now are that others will be needed. We are not informed as to any immediate contemplated increase in the number of machines, but that will come along, no doubt, with business growth. At the present the demand is taxing the machinery equipment to its capacity day and night.

Just about a year ago Mr. John T. Black and his son-in-law, Mr. M. R. Neese, launched the little enterprise. It grew from the very start. About six months later more equipment was necessary in order to supply the demand for the high-class hosiery product, then followed the admission of other shareholders, increase in capital stock and additional equipment.

The growth of this plant has been entirely, we might say, satisfactory; and very few people in the community are aware that it has now a payroll of around a \$1,000.00 a week.

It is hoped that at the end of another year the business will have grown to the extent of demanding other and further enlargement.

Sweet Clover Succeeds With Two Of Our Best Farmers.

John Aldridge, Haw River, N. C., has just stored away 18 acres of Sweet Clover hay. He says it is too much hay for a poor man to fool with, as it filled his barn, two tobacco barns borrowed for storage from Bob and Doc Keck, and three stacks in the field. It is just as fine for grazing and better still for turning under to improve land. Forty farmers met at this farm to study this crop.

E. C. Turner, Mebane, N. C., was host this week to a delegation of 19 farmers who came to study his success with growing Sweet Clover in a twelve acre field and to study a field of Australian winter Peas.

Fattening our soils is one method of farm relief being studied by Alamance Farmers.

W. KERR SCOTT, County Agent.

Eight hundred 4-H club members are expected to attend the annual short course at State College July 29 to August 3.

Yadkin farmers have organized a dairymen's association to promote the cause in this mountain county. Twenty-nine farmers joined at the first meeting.

Topdress with nitrogen siddresser when corn is knee high and when cotton is ready for the first cultivation after chopping. To wait later is to lose considerable advantage.

Children Cry for Fletcher's CASTORIA



MOTHER! Fletcher's Castoria is a harmless Substitute for Castor Oil, Paregoric, Teething Drops and Soothing Syrups, prepared to relieve Infants in arms and Children all ages of

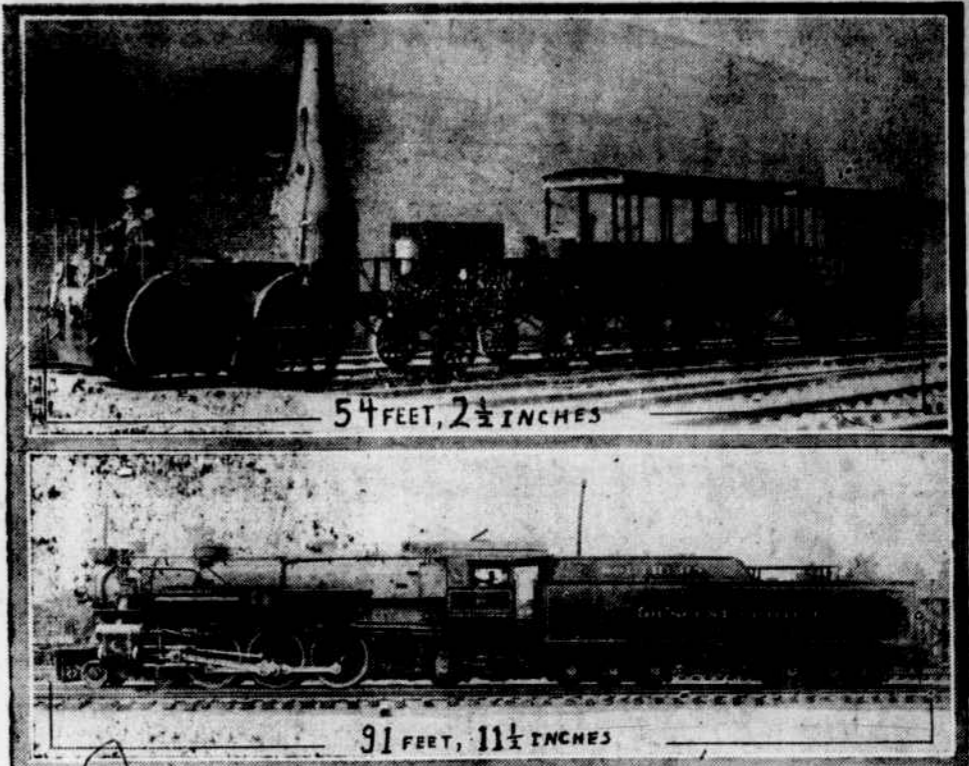
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Aids in the assimilation of Food, promoting Cheerfulness, Rest, and Natural Sleep without Opiates

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Proven directions on each package. Physicians everywhere recommend it.

AMERICA'S PIONEER LOCOMOTIVE REBUILT FOR TOUR OVER LINES OF THE SOUTHERN



Ninety-nine Years of Progress—The "Best Friend of Charleston," Which Made History in 1830, and One of the Southern's Modern Engines, which Pulls the "Crescent Limited."

Charleston, S. C.—The "Best Friend of Charleston," first locomotive built in America to be used in regular railroad transportation service, is riding the rails again, a reproduction of this pioneer engine, together with its toy-like train having been constructed by the Southern Railway Company to be carried under its own steam over the South for exhibition.

The "Best Friend of Charleston" was designed by C. E. Detmold and built at the West Point Foundry in New York City for the South Carolina Canal and Railroad Company, now the Charleston division of the Southern, and brought to Charleston by ship on October 23, 1830. After several trials, it made its first scheduled regular run on Christmas day of that year. Its career was brief as well as historic for on June 17, 1831, its boiler was destroyed by an explosion. A negro helper, during the temporary absence of the engineer, had tied down the safety valve, being annoyed by the sound of escaping steam. The engineer who returned just in time for the explosion and two other men were injured in the accident. Subsequently, the running parts of the "Best Friend" were used in the construction of the "Phoenix," which remained in service for many years.

Weights Only Four Tons. Like its prototype, the "Best Friend" of 1830 weighs only approximately four tons and has an upright boiler, resembling a bottle. Coal is used as fuel, there being no available supply of the rich pitch pine which was fed into the boiler of the original. It has four driving wheels, fifty-six inches in diameter. Two inclined cylinders with six-inch bore and sixteen-inch stroke work down inside the frame to a double crank shaft, which serves as the axle for the rear pair of drivers. Connecting rods, working outside, transmit power to the forward pair of drivers. The cylinders are at the forward part of the engine and the boiler at the rear end.

The locomotive is only 18 feet 10 1/2

inches long, but in height it vies with modern engines, measuring 14 feet 10 1/2 inches from the surface of the rail to the top of its smokestack. The original was even wider than engines of the present day, having been built on the five foot gauge which prevailed in the South up to the eighties, but it was necessary to build the reproduction on the standard gauge of 4 feet 8 1/2 inches in order to operate it on tracks now in service.

The reproduction has also been provided with a steam gauge, water glass and other safety appliances which were unknown in 1830. Like the original, it has neither whistle, bell nor light. Hand brakes have been installed on the service car, forerunner and of the modern engine tender, and the two coaches which make up the train, whereas there were no brakes of any description on the original "Best Friend," or any of the cars of its train. Locomotive builders of those days were evidently so much interested in getting their engines to run that they gave no thought to the problem of stopping them. The valve gear works automatically when moving forward, but has to be manipulated by hand for back-up movement.

Coaches of 1830 Model. The service car is 12 feet four inches long. The two coaches which look like omnibuses on flanged wheels are faithful reproductions of those drawn by the original "Best Friend" on its first run. They are 14 feet long, each being equipped with a double bench, running the length of the coach. Passengers on the two sides of the bench sit back to back. Doors are on the side, midway the length of each coach. There is no way for passengers to go from one side to the other or to pass between coaches without getting outside the train.

The South Carolina Canal and Railroad Company was chartered December 19, 1827. Construction work began in Charleston on January 9, 1830, six miles of track, built on trestle work and laid with strap rail were completed

that year. The road was opened to Branchville, 62 miles, in November, 1832, and to Hamburg, S. C., on the Savannah River, opposite Augusta, Ga., October 1, 1833. It was then the longest continuous railroad in the world, being 136 miles in length. It was also the first railroad to carry the United States mail. Subsequently a branch was built to Columbia from Branchville, which thus became the first railway junction in the world. A branch from this branch was built from Kingville to Camden. The original line and the branches are now parts of the Southern Railway System.

The reproduction of this historic locomotive and its train by the Southern serves to call attention to the extraordinary part which the business men of Charleston played in the development of the early railroads of the South. The construction of the line to Hamburg fired other communities with the ambition to build railroads and many of them turned to Charleston for capital to carry out their plans. Horatio Allen, one of the leading engineers of his time and one of the earliest advocates of railroads to be operated by steam power, was employed as chief engineer by the South Carolina Canal and Railroad Company and supervised the construction of both roadway and machinery.

Nicholas W. Darrell helped to set up the "Best Friend" after its arrival in Charleston and was the first man to open its throttle, thereby having good title to being the first locomotive engineer in America. He ran an engine for many years and was then promoted to master machinist in which position he served until his death in 1869.

The reproduction of the "Best Friend" was manufactured in the Flayley shop of the Southern at Birmingham, Ala., and assembled in the Charleston shop. The coaches were built in the Southern's shop at Hayne, S. C., incidentally named for a Carolinian who was among the most prominent of early advocates of railway construction.

Receiver's Re-Sale of Real Estate.

Under and by virtue of the power of sale contained in a certain mortgage deed of trust duly executed by L. G. Garner and wife, Annie Garner, in favor of Piedmont Trust Company, Trustee, on the 7th day of September 1918, and securing the payment of a series of bonds numbered from 1 to 6, both inclusive, bearing even date with said mortgage deed of trust and payable to bearer, each in the sum of Five Hundred Dollars (\$500.00) default having been made in the payment of said indebtedness as in said mortgage deed of trust provided, and by the further authority of an order of the Superior Court of Alamance County in an action therein pending, and being No. 3682 upon the Civil Issue Docket, the undersigned Receiver of Piedmont Trust Company will, on the second Monday in June, 1929, at ten o'clock a. m., the same being

S. 30 deg. W. 82 1/2 ft. to a stone on East side of said James Street; thence 89 deg. 30 min. w. 231 ft. to a stone; thence N. 30 deg. S. 82 1/2 ft. to a stone on south side of said Harris Street; thence N. 89 deg 30 min. W. 231 ft. to the beginning, containing One Half (1/2) an acre, more or less. On this property is situated a five room cottage house.

The terms of the sale will be cash upon the date of the sale and the purchaser will be furnished with a certificate by said Receiver certifying the amount of his bid and receipt of the purchase price, and the sale will be left open ten days thereafter for the placing of advance bids.

Said mortgage deed of trust is recorded in the office of the Register of Deeds for Alamance

County in Book 77, page 150. This is a resale and bidding will start at \$1102.50. This the 14th day of May, 1929. THOMAS D. COOPER, Receiver Piedmont Trust Co. J. Dolph Long, Atty.-

ADMINISTRATOR'S NOTICE.

Having qualified as Administrator of the estate of Martin B. Cook, deceased, late of Alamance county, North Carolina, this is to notify all persons having claims against the said estate to exhibit them duly verified, to the undersigned at Eion College, North Carolina, on or before the 10th day of May 1929, of this notice will be pleaded in bar of their recovery. All persons indebted to said estate will please make immediate settlement. This the 25th day of April, 1929. CLYDE H. COOK, Administrator. Eion College, N. C. J. Dolph Long, Atty.

A mistake, when discovered, always looks stupid.

The Southern Planter Semi-Monthly Richmond, Virginia

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\$1.00 FOR THREE YEARS
\$1.50 FOR FIVE YEARS

TWICE-A-MONTH 200,000 TWICE-A-MONTH

THE 10TH DAY OF JUNE, 1929, at the courthouse door in Alamance County, offer for sale at public auction to the highest bidder for cash, the following described real property, to-wit:

A certain lot or parcel of land within the corporate limits of the town of Burlington, Alamance County, State of North Carolina, bounded as follows: BEGINNING at a stone, corner of Harris and James Streets; running