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A MATTER of MILLIONS. By Anna Katharine Green, Author of 'The Forsaken Inn,' etc. CHAPTER XXXIX. Continued.

"I have not received any reply," she faltered. "There has not been time. I did not expect any. He will not wish to marry me when he knows—"

"Jenny!" It was her lover who spoke. "You have not been released by Mr. Degraw. If you had I should still have taken you to my heart, and tried to woo forgetfulness of the past for yourself and for me. But as it is, I feel I am trenching upon the rights of another in even entertaining you in my studio. You have a home till Mr. Degraw acknowledges the acceptance of the deed you have sent to him, and though it breaks my heart to seem cold to you, when my whole being is melting with pity and tenderness, I must suggest that you be patient for a little while, Jenny, and when quite free—"

mitted to his rooms. He asked her what could have been her object in taking the letter. "Nothing, nothing," acquiesced Jenny, "I was merely and disheartened by this last misadventure. Unless," she suddenly cried, "was she acting for the detectives?" Mr. Degraw looked startled. "I hate to think it," said he. "She has washed for me several weeks, and has been more than once alone in my rooms. Yet in this way only can I account for the trunk being opened, searched and locked again in the short space of time in which I was absent. She was provided with keys."

GOOD ROADS. An Important Social Problem. No tendency of modern times has caused so much uneasiness in the minds of social philosophers and reformers as the drift of population from the rural districts to the cities. That this tendency is deplorable is admitted on all hands, but there is no general agreement as to what should be done to discourage it. Recently, however, public speakers and writers have been insisting that the way to keep the bright young men and women on the farms is to ameliorate the conditions of country life. The extension of telephone lines into the country and the rural free mail delivery are steps in that direction. But the general improvement of the country roads would be a far more important step. Bad roads do more than anything else to promote ignorance, isolation, discouragement and disgust among the country people. Good roads promote attendance at school and the church; they make social gatherings, literary societies, dramatic entertainments and club and lodge meetings possible during the winter and spring. With bad roads the farmer is compelled to hibernate, socially, for three or four months in the year. With good roads these months become the most pleasant and in some respects the most profitable in the year.

IN A SUBMARINE BOAT. A Trip in One Equivalent to a Rainy Ride in a Closed Launch. When the boat is first closed there is a slight sensation of pressure in the ears, and voices sound far away. Occasionally a slight declension in the forward direction hints that the boat is going down. Otherwise we sit in the living space, chat, laugh, move about at will, wonder where we are, and what the people above the surface think about it. If you have ever made a trip in a closed launch on a rainy day and in smooth water, you have had about the equivalent. It is rather more interesting in the conning tower, especially as there is a bit of dirt under a valve seat and the steersman is sitting under a shower bath. From the force with which the slender stream spurts in your realize for the first time that you are under a column of twenty-five feet of water. The steersman swears softly, and the water runs off his back into a bucket. You begin to lose old allusions and understand new things. You do not see the wonders of submarine life. There is an oblong patch of opaque green; that is your submarine view. Then the boat rises and you see broken water, then the surface. A plunge and there is the wall of impenetrable green. Captain Lake says thirty feet is the limit of sight under the most favorable conditions. Here you are running, and the diffused and broken light gives you only this patch of green. Now the boat is running submerged and on a compass course. There is nothing to be seen by the watchers above but the steel flag cutting the surface. Now we rise, and the watchers may see a ripple such as might follow the fin of a shark. The omniscience is out of water. Simply the idea of the finder of a camera, at the end of a tube three feet above the conning tower, but it gives the true image in the submerged chamber, front, back and both sides, with an enlarged image on a central glass. Captain Lake turns the omniscience until the object of aim is in the central glass, and holds it steady on the crossed lines in the centre. A line across the compass follows the movement of the omniscience; the steersman has only to make his course identical with the direction of this line. It is a matter of so many minutes' running with the electrical motive power, and the submarine has arrived beside the vessel which had been mirrored in the omniscience. Given five or six minutes of active work in the space and with the complement described, without oxygen other than that contained in the boat when she was first closed in, without use of any part of the compressed air in the reservoirs, add the fact of entire absence of discomfort in breathing, and something becomes damaged in connection with accepted theories as to the necessity of a frequently renewed atmosphere. To rise and sink at will, to maneuver for an hour in a crowded bay, to live comfortably at various depths under water, to touch bottom and to travel horizontally for a given distance, to come comfortably to the surface at will—all this without disagreeable sensation—would seem to indicate that submarine navigation has arrived.—Harper's Weekly.

SOUTHERN FARM NOTES. TOPICS OF INTEREST TO THE PLANTER, STOCKMAN AND TRUCK GROWER. Planting Corn. The corn crop is one of the most important on the Southern farm. We say Southern farm because many think that it is better to let the Western farmer raise corn for us than it is for us to raise it for ourselves. They admit that we must have the corn. But they say we can raise cotton and buy the corn cheaper than we can raise the corn. This is a great mistake. It is false in fact and ruinous in practice. It has ruined many farmers. By persisting in this fallacy they have found themselves in debt and giving mortgages and finally sold out. The low price of cotton and continuous argument had driven a great many to abandon the all-cotton crop system, and prosperity has come in consequence. But now cotton is up again, and we are tempted to give all our energies to raising cotton. If we do that the high price of cotton will be a curse instead of a blessing. One reason so many are inclined to neglect planting corn is the poor crops of corn we have been making has made the corn cost us too much to grow. Corn can be made at less than twenty cents per bushel, not counting in the value of the stalks or stover. If they are properly utilized the stalks can be made to pay the cost of the crop and leave the corn clear. To raise corn properly we must have the land deeply broken and well harrowed. Corn needs room for root development in search for water and food. The roots will grow from five to six feet deep if this soil is loose. By increasing the cubic space we can decrease the square space for each stalk. In this way we can plant more stalks per acre and thus get more corn per acre. If the soil is deep and good the corn will do better crowded than scattered. On good soil, well manured, from 6000 to 8000 stalks per acre will make good, heavy ears. This will give us from sixty to eighty bushels. With 2000 stalks we can not hope for more than twenty to twenty-five bushels per acre, and often we only get fifteen. With too much space corn does not ear well. But when crowded it ears full up if the soil is able to bear it. Our plan has long been about this: Break the land and subsoil twelve to fifteen inches. Put on stable manure, compost, lot-scraping, cottonseed or fertilizer, broadcast and harrow over several times. Lay off now without bedding, four feet. Drop corn about eighteen inches, use 200 pounds of fertilizer in drill. Cultivate shallow and often, and continue until in full silk. In this way we get from fifty to seventy-five bushels per acre at about eighteen cents per bushel. Now the stover is worth about enough to pay all expenses and leave the corn clear profit. Everything points to high prices for corn and hay and meat, so that it is the duty of every farmer to plant a large crop of corn. Wars and commotions increase the demand for corn. If you have plenty of corn you can have fat hogs and beavers and stock. You can be able to hold your cotton for such prices as may suit you. But if you fail to raise corn you will find that high-priced provisions will swallow up your cotton and leave you in trouble. We think most of us plant corn too early. It has to run too many risks and takes too much work. Later planting generally misses the dry spells. It grows off more rapidly and requires less work. Our experience is that corn does not need much ammonia. Hence we use acid and kainit chiefly. Of course you expect to shred your corn, and that will give you plenty of good hay. The Aldrich system may suit very many farmers. Two rows in corn and two rows in cotton. This is a good plan. The crop is easy to cultivate, and you will be sure to have plenty of corn. Plant corn to sell and corn to keep.—Southern Farmer. Fertilizers and Cotton. A committee of the Montgomery Agricultural Association recently investigated the question of fertilizers for cotton fields, and its report, just presented, is full of interesting facts. Of the ten essential elements of food for cotton plants all are furnished by the soil, air or water except three, and these three are nitrogen, potassium and phosphorus. Rotation of crops would afford the missing three, but farmers as a rule buy the three rather than to restore them to the soil by scientific cultivation. One pound of nitrogen is worth fifteen cents, one pound of phosphoric acid five cents and one pound of potash five cents. Ammonia sometimes takes the place of nitrogen, acid phosphate of phosphorus and potash of potassium. As a rule commercial fertilizers show to the ton 160 pounds of phosphoric acid, thirty-three pounds of nitrogen and forty pounds of potash. Such fertilizers sell at about \$20 a ton. News of the Day. Investigation of the water sewers in Paris hotels has found many of them swarming with microbes. Travelers are warned to insist on having fresh water on their arrival. Miss Anita Kelly, of New York, has been awarded a verdict of \$35,000 damages and costs at Los Angeles, California, against a Santa Barbara hotel company, for the loss of one of her legs in an elevator accident in July, 1903. She sued for \$50,000.