

LET'S HAVE FARM AGENT

For six years Chatham county has not had a farm agent. The Record believes that it has been a grave error. In the earlier days, before experience had served to develop more valuable schedules for these agents, and when a county was likely to get a man who could not deliver the goods, there probably was good reason for the dissatisfaction that led to the discontinuance of the agencies in many of the counties. Yet time would have corrected the faults.

Certainly, we are convinced that Chatham's agriculture has not made the progress of that of counties which have had the agents. One need go no further than Alamance to find convincing evidence of that fact, while Union, with its Broom, stands out as a signal example of what may be accomplished by an agent of the right type. At first, the agents were concerned only with the production end of farming. But in recent years it has become the fixed policy of the agencies to concern themselves with the marketing end of the farm business.

Mr. McCrary, district agent for 21 counties in the central belt, was here Friday evening and Saturday, talking with a number of citizens and seeking to gauge the interest of the Chatham folk in a restoration of the agency. He will be here on Monday and will make an interesting proposition to the county commissioners. He says that he would send an experienced man here, if provision should be made for one.

Town people are as vitally concerned in a progressive agriculture as are the farmers themselves. Chatham has great agricultural potentialities. A well developed agriculture means prosperous towns, as well as prosperous and happy country homes. Apropos this point, we here introduce a clipping from the Emporia Gazette, as follows:

"Agriculture, said Herbert Hoover the other day, is a better town builder than industry. The remark is one that deserves more than a passing notice. The chambers of commerce in nine out of every ten towns in the United States should have this very fact drilled into their systems. The majority of the American towns which now are straining their suspenders in an effort to pull factories in their direction will make more healthful progress if they forget the factories and extend a cooperative hand to the farmer.

Agriculture is the backbone of the average small town, but the town boosters are inclined to forget this fact. They labor under the mistaken notion that a good town means a bigger town and that a bunch of factories would solve their problems. The good will and noble-hearted support of the farmers in that town's trade territory are vastly more desirable than factories for the average town. This good will and this support will not come unsought and uninvited. The boosting of a community's agriculture will be bread cast upon the waters. The town will prosper without belching smoke stacks."

If each of the editor's five children should proffer to borrow ten thousand dollars each for him to spend upon them with the understanding that he should pay it back when he got rich, the proposition would be similar to that of counties borrowing for the state highway commission for road construction in said counties with the understanding that the highway commission will pay it back when it has the funds. In the first case, the writer would have very little expectation of ever having the fifty thousand dollars to pay back the loans, and if he did, he would not feel disposed to mortgage the future in such a way. In the case of the highway commission, however, we fear that there is good reason to expect it to have the money. For the representatives from the counties loaning it to the state will doubtless see that the bonds are forth coming to secure it. In fact, as we see it, the bars are thrown down and the McLean limitation upon the amount of bonds to be sold these two years has become null and void. The legislature under recent ruling of the supreme court that such loans are legal, would just as well go ahead and issue all the bonds needed to grade and pave all the leading roads of the state. North Carolina's debt may be expected to reach \$500,000,000 within the next few years. The supreme court may know law, but its decision is certainly unfortunate. Mr. McLean's economic program has been knocked into a cocked hat. Good bye, millions.

The annual conference of governors which was inaugurated by President Roosevelt in 1907, has been in session this week at Portland Maine. Governor McLean did not attend.

The cost of feeding, clothing, and educating a child at the Baptist orphanage is about \$285 a year. The Caswell Training school found it hard to do the same for orphans at \$400 each a year. Yet the orphanage is spending far more per child than the average North Carolina family can spend on each of its children. The Orphanage has 602 in the orphanage, allows \$5.22 a month to each of the 367 other children who are still with their mothers. The latter method, it is seen, is much cheaper, and when there is a good and competent mother should prevail. Mother's aid, by state and benevolent agencies, will undoubtedly prove one of the most effective agencies for the relief of orphans and widows and the development of a strong and worthy citizenry.

The paving of the highway from Pittsboro to Deep River and from Sanford to a point above the overhead bridge across the Norfolk & Southern Railroad, from which a new section of the Moncure road will be constructed so as to avoid a grade crossing of the Norfolk and Southern will leave only a mile or two of unpaved road on the Pittsboro-Sanford highway. The section northward from Sanford serves both routes 50 and 75, and was probably let as a part of route number 50, thus leaving the gap between the new junction point and Deep River. It seems unreasonable to have that small section left unpaved even for one season. Unfortunately, it lies in one of the most difficult parts of the Sanford-Pittsboro highway, and in very bad weather might hinder traffic on the whole 17-mile stretch. Sanford should give attention to this matter and see that by some hook or crook this short section is paved before the winter

BRIEFLY TOLD

Dearborn Independent.

The parent of the naval orange tree stands on the head of scenic Magnolia avenue, Riverside, California. It is protected by an iron grill; in summer awnings protect it from the full glare of the sun; in winter a smudge pot stands beside it to guard against chill.

Fully 90 per cent of the non-game birds taken in New York were killed by unnaturalized, foreign-born persons.

Less than a half a pound of radium has been produced in the world since Madam Curie discovered this precious element in 1898.

There are 3,141 islands and islets in the Philippine Archipelago, of which only 1,668 are named and only 342 are inhabited.

The turnip occupied an important place in Roman agriculture, one writer stating that some of them weighed forty pounds.

Eric, the Red, called the land he discovered Greenland because men would be more easily persuaded to enter if the land had a good name.

The wild dog, sleeping in the open, had first to beat down the thick grasses to make his bed. He did this by turning round again and again, his weight pressing down a nest for himself, as he does today through instinct, inherited through the ages.

A sunken Roman city in the Mediterranean will be pictured by means of a newly invented undersea camera.

Flowers will retain their original bloom much longer if subjected to the rhythmic strains of music, says an experimenter in Milwaukee.

The average cost per man paid the British Government for transporting American soldiers to Europe was \$83.

A NOTABLE RECORD

Captain Alston For 38 Years Runs Pittsboro-Moncure Locomotive With only One Serious Accident

Captain Alston, the long time and faithful engineer on the Moncure-Pittsboro train, is taking a few days of well deserved rest. Captain Alston has had a unique career as a railroaker. He has been on the same run since the first train pulled into Pittsboro in 1887, and for sometime was engineer and conductor too, if not more.

Thirty eight years is a long time on one job, but his friends hope that he is just getting a good start, and that many more summers will find him ready for his annual rest.

The Captain's work, always arduous, has been particularly so the past few months since the hauling of the road material began. He has had some hard pulls up the winding track from Moncure with several cars of rock attached to his light engine, but he always makes the grade, even if sometimes tardily.

During these nearly two-score years, Captain Alston we are informed, has had only one serious accident, a notable record, particularly when the character of the roadbed is considered.

Despite long hours and thousands of tedious pulls, the Captain is as big and portly as ever, weighing possibly 125 pounds, May his shadow never grow less.

A VACANT JUDGESHIP

Statesville Daily.

Judge Charles A. Woods, of South Carolina, of the United States Circuit Court, died a few days ago and many lawyers are now looking toward the vacancy, which will be filled by Mr. Coolidge when he gets to it. Charlotte has endorsed John J. Parker, Greensboro puts forward Judge Bynum, and other North Carolinians are suggested, including United States District Judge Webb and District Attorney Linney. Ex-Senator Marion Butler puts out the word that a North Carolinian should have the job and incidentally remarks that his brother, George, at Clinton, would not be adverse. Mr. Butler also insists that the job must go to a Republican. Opinion here is that a Republican will get it, and it is not expected that a North Carolinian will be the fortunate one, although that is a guess. Mr. Meekins won the eastern district judgeship on his merits as a lawyer in part, the fact that he was his party's candidate for Governor no doubt being large factors. From that angle, Mr. Parker, of Charlotte, reputed a lawyer of parts, should have a chance. He was his party's candidate for governor in 1920. Judge Bynum is big lawyer and of judicial capacity and experience, and his politics square with the administration. But objection will no doubt be made to his age, because he is in the 60s and as he's a lawyer rather than a politician his chances will hardly be so good as those of lawyers of smaller caliber.

NORTH CAROLINA: CHATHAM COUNTY:

Having qualified as executors of the last will and testament of T. M. Bland, deceased, late of the County of Chatham, North Carolina, this is to notify all persons having claims against the estate of said deceased to exhibit them to the undersigned at Pittsboro, North Carolina, on or before the 1st day of July 1926, or this notice will be plead in bar of their recovery. All persons indebted to the estate will please make immediate settlement.

This the 1st day of July, 1925.
J. T. BLAND
Wm. F. BLAND
Executors



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One third of your life is spent in bed why not spend it on our mattresses.

Just received a solid car load of mattresses and springs ranging all the way from a straw mattress to a sealy and Southern Queen Felt Mattress. Box springs with mattresses and pillows to match, Big assortment to choose from, come in and look them over.

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