

Farmers Urged To Raise Stock

High Death Rate Has Caused Prices Of Mules And Horses To Rise In Past Ten Years

Commercially-bred horses and mules cost more now than at any time since the World War, and their cost will probably continue to rise for the next ten years, says Fred M. Haig, professor of animal husbandry at State College. This is because the death losses of horses and mules each year in the United States is more than one million head, and for the past five years the production of colts has been only 600,000 a year.

In North Carolina the number of horses and mules has decreased from 421,000 in 1925 to 370,000 at the present time. This is a serious situation, but there is a solution to it, Haig says. His suggestion is this:

Estimating the cost of animals at \$200 per head, our farmers must spend \$1,000,000 each year to buy work stock replacements. This drain upon the agriculture of the state can be avoided by raising work stock on our farms.

Much land has been released from cultivation by reduction of acreage heretofore planted in cotton and tobacco. This land could be profitably utilized in the production of feed crops for work animals. It requires approximately four acres to produce the necessary feed for a horse or mule for one year.

The production of one or two colts on the farm is strictly a non-cash cost, provided the animals are raised as a sideline to the general system of farming. No farmer can afford to keep mares in idleness solely for the production of horse or mule colts.

The mare must be required to do her share of the work on the farm and in addition, produce a colt each year.

Women's sports at the 1939 World's Fair of the West will include archery, lawn bowling, fly casting, tennis, badminton, and many others.

The process several centuries old by which champagne is given its sparkle, will be demonstrated in the Wine temple at California's World's Fair in 1939.

RIGHT OUT OF THE AIR

By EARLE FERRIS



Martha Raye, above, featured on the Al Jolson program, still experiences stage fright when singing in theatres. For years, Martha refused to sing in public because she was convinced that she would go to pieces from nervousness.

Brewster Morgan, producer of "Hollywood Hotel," had to start the new season with an entirely new cast outside of Frances Langford, the singer. The rating of the show indicates what a fine job he has accomplished.



In finding "play-on" selection for "We, the People" program guests, Mark Warnow, music conductor, above, has never been stumped. He often thinks up airs to introduce the program's more unusual guests, which frequently come from the popular music folk present and past.

Frank Black is the adviser to Radio Row's musicians. The General Music Director of NBC, noted for his wide knowledge of his subject, is sought by many instrumentalists for opinions.

Dr. William L. Stidger recently said in a noontime "Getting the Most Out of Life" broadcast that he had lost his copy of a poem beginning "Jim Died Today." Within a few

days he had received five hundred copies of the poem from listeners.

Bill Goodwin is a versatile radio personality heard from the coast on many networks. He recently played a dramatic role on "Silver Theatre" and regularly does comedy and announcing on other programs.



Opening of NBC's new studios in Hollywood has Bob Burns wondering if he should throw his bazooka on the new floor at the conclusion of each of his Thursday night "Music Hall" broadcasts or get a heavy rubber mat to toss it on. The heavy bazooka makes a dent in the composition flooring used in the broadcasting studios.

Jack Benny, radio's best-dressed man encourages informal garb at rehearsals. He dresses in gabardine slacks and a camel's hair sweater, while Mary Livingstone leans to a navy blue blouse and a slacks ensemble. Andy Devine likes dungarees with a coat to match and Phil Harris wears a sweater and plaid trousers.



Her real name is Virginia Sims but everyone calls her "Ginny." She vocalizes with Kay Kyser's "Musical Class and Dance" orchestra on the air and at the Hotel Pennsylvania in New York City.

Agent Tells How To Keep Kernels

Says To Can Nut Kernels Like Fruit In Order To Keep Them From Becoming Rancid

To preserve nut kernels and keep them from becoming rancid, can them as you would fruits, says Miss Ruth Current, State home demonstration agent at State College. They can be kept fresh and tasty by being placed in an airtight container in a cool, dry place away from light, she explained.

The container will also protect the nuts from insects. The flavor of nuts is largely dependent on the oils they contain, although in some kinds of nuts there are also specific flavoring substances. In most nut kernels the oils readily become rancid and give the disagreeable flavor found in so-called stale nuts. The vacuum-packed containers in which nuts are often put up commercially help to prevent rancidity, Miss Current said.

Kernels of nuts gathered at home can be packed in jars from which the air is exhausted in a boiling bath, as in canning fruits. Select well developed, fresh nut kernels, free from bits of shell. Sterilize half-pint or pint jars and allow them to dry. Fill with the nuts and partially seal. Place in a hot water bath that comes up about two inches on the side of the jars and let them remain in it while the water boils for thirty minutes. Complete the sealing and store in a cool, dark place.

Hogs Thrive On Soybean Pasture

Report Of Farmer Shows Value Of Use Of Green Soybeans In Hog Pasture For Better Pork

A clear-cut comparison of the value of the use of green soy-

BRINGS NEW FAD



Claire Luce, star of the American stage, arrives from Europe wearing a knitted woolen veil in place of a hat, a la the new European mode.

beans as hog pasture instead of allowing the porkers to feed on cultivated and matured soybeans is shown in a report made by T. A. Smithwick, a Merry Hill farmer, to H. W. Taylor, extension swine specialist at State College, through B. E. Grant, Bertie county agent. The Extension Service highly recommends grazing from soybean leaves.

In 1936 and 1937 Mr. Smithwick says he planted soybeans in rows on a one-half acre field and cultivated them to maturity. He turned 15 hogs into the lot and they cleaned up the field in about two weeks.

This year Mr. Smithwick sowed about two bushels of soybeans thickly on the same one-half acre tract about May 1. When the beans were about one foot high on June 20 he put 14 gilts and one barrow on feed in the lot. They totaled 870 pounds in weight. On August 6 he put ten more barrows from the same farrows as the first lot in the field. They weighed 730 pounds. The hogs were fed what corn they would eat, supplemented with

THE TRAP-LINE

(By JOSEPH HUFHAM)

Perhaps one of the most hated things of the forest is a hawk. Birds, squirrels, rabbits and mice especially fear them. But I am not talking about hawks in general. I am telling about one specific hawk.

This old hawk was a big one, to be sure. He was a mean old pest, too, if there ever was one. He not only feasted on the little inhabitants of the field, but he ate my mother's biddies.

I was too small then to do much toward taking him into account. I wasn't able to muscle out a gun to aim toward him. I had to pick my chances and find things to rest my gun on before shooting. And often I would also seek out trees to brace the butt of the gun against, to absorb the power of the "kick".

I kept after the old hawk, though. Especially after that day when I was hunting some blackbirds in a little bay and the old hawk came sailing by low over the bushes with my pet biddy in his claws.

I fired away and made him drop the biddy. But I didn't hit him. And after I saw my biddy gasp out his last breath and saw the marks made by the old

hawk's cruel talons, from that day on I was a confirmed avenger.

All this happened years ago when I was living in the A. C. L. section house below Delco beside one of R. C. Applewhite's fields. And when Mr. Applewhite cut his hay and stacked it I saw oodles of hawks perching here and there on the stacks day after day and I hated them with the boyish hate I had for the old, big hawk that had swamped my biddy.

Now, I don't believe in holding malice against one's fellowman; but this was a bird of another color. I was at enmity toward the old hawk and all the little hawks, sure enough. I was so determined to even up the score that I borrowed some of Jim Hopewell's steel traps and planted them around in the hay on the top of the stacks.

And almost each afternoon in coming in from school I would find some kind of a hawk swing-

He's Champion Contest Winner



To such time-honored methods of working one's way through life by selling magazines or waiting on tables, Henry Shull, junior at the western university, has added a new one-winning prize contest. He is shown above, has won \$9 prizes worth \$3,500 in the last five years. He is paying his school and living expenses out of his winnings. Among prizes Shull has won and converted into cash are an automobile, a large three refrigerators, two watches and a trip to Mexico City.

ing and flapping around the top of a haystack. They were mercy in me for them. They would run toward the stacks a merry whoop. For them, death, most certainly.

That old hawk, however, too witty for my traps. So I had a whole day off to get him. I had been bothering Mr. Hopewell's chickens, too. So he said I would give me a nice hat. I would kill that hawk.

Being out of school that day added zest to the hunt. I would wait for Mr. Hawk to come of the woods. I went in after him. And about ten o'clock I espied him where he sat tall, dead pine, calling my mate which I had always the pleasure of killing in a on the top of a haystack.

The Fords Tell Their Plans

for 1939

IF WE KNEW anything better we could do for the country than make good motor cars, we would do it.

By every one doing his best in the job he thinks most useful, this country is going to regain its momentum. We have tried to do our best in our job.

When business was suddenly halted in its recovery more than a year ago, we determined that we should keep going anyway, if not at full-volume motor car production, then at getting ready for greater motor car values that would help future production.

EXPANDING FOR THE FUTURE

We began to build 34 million dollars' worth of new plants and equipment. We felt that if we could not employ all our men building motor cars, we would employ as many as we could building better production facilities.

We were told, of course, that this was no time for expansion, that a wiser business policy would be to "hold everything"—which means, stop everything. But no one ever got anywhere standing still.

Besides, we are not defeatists. We do not believe this country has seen its best days. We believe this country is yet in the infancy of its growth. We believe that every atom of faith invested in our Country and our People will be amply justified by the future. We believe America is just beginning. Never yet have our People seen real Prosperity. Never yet have we seen adequate Production. But we shall see it! That is the assurance in which we have built.

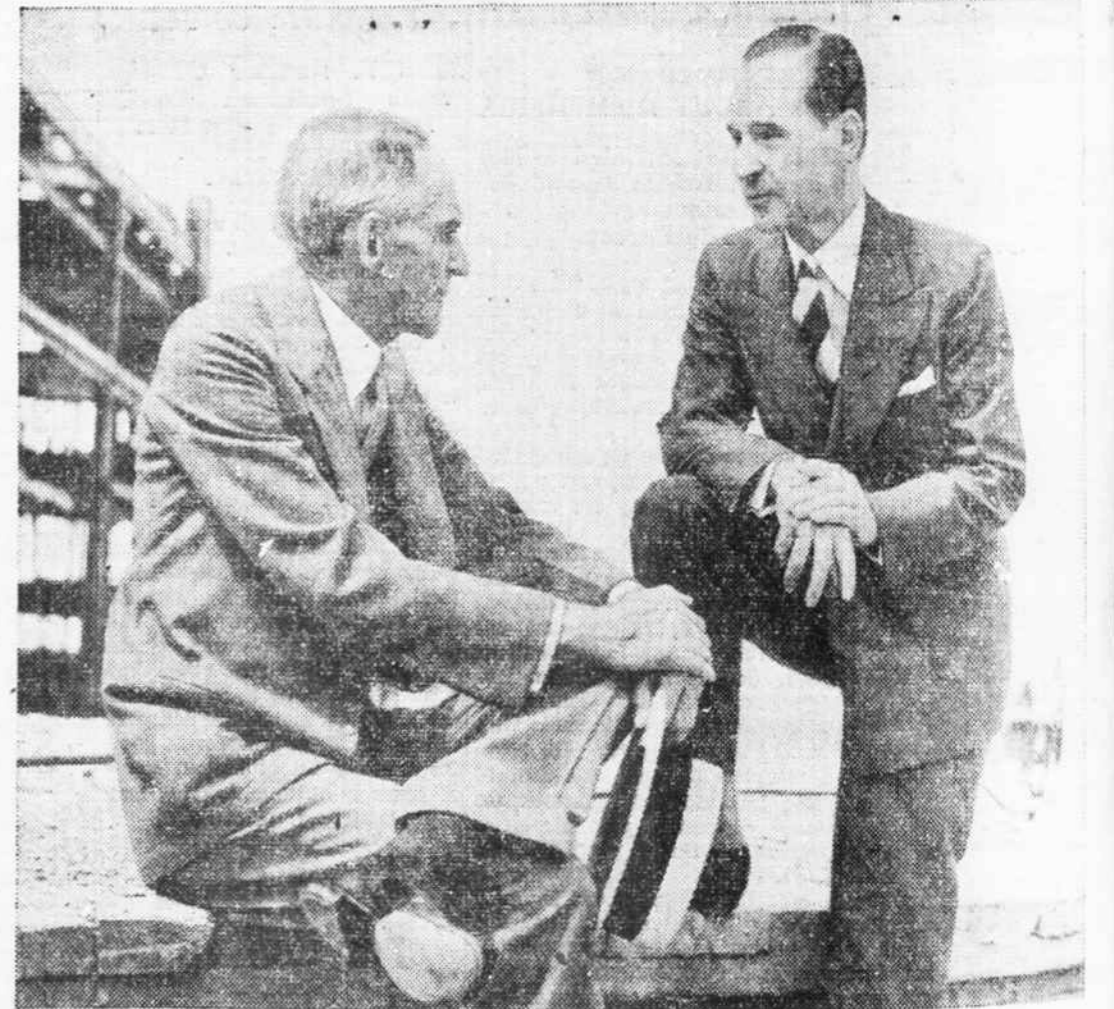
Business is not just coming back. It will have to be brought back. That is now becoming well understood in this country; for that reason 1939 will be a co-operative year. Manufacturers, sellers and buyers will co-operate to bring back the business that is waiting to be brought back.

This construction program is almost completed. It has increased activity and payrolls in a number of related industries. It has given us better facilities for building better cars and trucks, and eventually our new tractor which is being perfected.

THIS MEANS MORE VALUE

The current program has provided a new tire plant, which will turn out a part of our tire requirements... a new tool and die plant that will help us cut the cost of dies... and a steel-press plant that will enable us to make more of our own automobile bodies. These are in addition to the plants we already had for producing glass, iron, steel, plastics, and many other things.

We don't supply all our own needs, of course, and never expect to. The Ford engine is one thing



Henry and Edsel Ford, on the occasion of the 35th anniversary of the founding of the Ford Motor Company, June 16, 1938

that no one's hand touches but ours. Of nearly everything else we use we build some quantity ourselves, to find, if possible, better and more economical ways of doing it. The experience and knowledge we gain are freely shared with our suppliers, and with other industries.

We take no profit on anything we make for ourselves and sell to ourselves. Every operation, from the Ford ships which first bring iron ore to the Rouge, is figured at accurate cost. The only profit is on the finished result—the car or truck as it comes off the line. Some years, there is no profit for us. But we see to it that our customers always profit. A basic article of our business creed is that no sale is economically constructive unless it profits the buyer as much as or more than the seller.

Our new plants have helped us build more value into all our cars for 1939. That means more profit on the purchase to the purchaser.

We have not cut quality to reduce costs. We simply will not build anything inferior.

NEW TESTING EQUIPMENT

While we were putting up new plants to produce cars, we constructed new equipment to test them. The first weather tunnel of its kind ever built for automobile research went into operation at our laboratories this year.

It makes any kind of weather to order. The weather it delivers every day would take months to find in Nature. Our cars are weather-tested to give you good service in any climate anywhere.

In other tests, every part of the car is punished unmercifully. Then our engineers tear it down to see if they can find abnormal wear or any sign of weakness.

The money we spend on tests saves you money on repairs. And your family car is safer and more dependable when we put it in your hands.

THE NEW CARS

We have two new Ford cars for 1939—better cars and better looking—but we also have an entirely new car.

It's called the Mercury 8. It fits into our line between the De Luxe Ford and the Lincoln-Zephyr. It is larger than the Ford, with 116-inch wheelbase, hydraulic brakes, and a new 95-horsepower V-type 8-cylinder engine.

We know that our 1939 cars are cars of good quality. We think they're fine values in their price classes.

With new cars, new plants, new equipment, the whole Ford organization is geared to go forward.

FORD MOTOR COMPANY, Dearborn, Michigan

MULES

Just Arrived a solid carload of young mules. Another carload will arrive Wednesday that will give us 75 mules in our stalls. Come in, boys and look 'em over. They're all thoroughbreds. We've got the kind that will stand up under plenty of work.

WE CAN TRADE WITH YOU!

WAGONS—Both 1 and 2 Horse

CASH OR CREDIT

★ ★ ★ ★

Seth L. Smith & Co.

WHITEVILLE, N. C.

Gives Tips On Moving Shrubs

Advices Moving Shrubs In November And December; Should Use Care Not To Bruise Roots

Wife: "We've got too many shrubs next to the house. Let's move some to the corners of the yard."

Husband: "I'm satisfied like they are, but if you must move them, do it yourself or have it done."

Accept the challenge, Madam, it's not hard. John H. Harris, extension landscape specialist at State College, will tell you how. He says:

Most people have success moving shrubs and trees during the dormant season, preferable in November and December. If the plant to be moved is deciduous (drop its foliage in the winter) it is not necessary to remove a ball of earth with the plant. Care should be taken, however, to remove all the roots possible with the plant and avoid bruising the roots as much as possible. A ball of earth should be moved with evergreens. A two to six-foot native plant is usually the best size to move.

The hole in which the plant is to be placed should be dug considerably larger and deeper than is necessary to take care of the longest roots. Use only topsoil to fill this surplus space. Place the plant in the hole the same depth that it was growing originally and tamp the soil around its roots until the hole is three-fourths filled. The remainder of the soil should be filled without packing.

Prune the plant enough to balance against the loss of roots. This usually means cutting from one-third to one-half the top from the plant. Fertilize at the time of transplanting or early the next spring.

Immediately transplant deciduous plants, or at least keep the roots moist until they are reset. Leave a disk shape hole around the new position for the purpose of collecting water for the plant.

Every book in print dealing with the Pacific Ocean and the nations surrounding it is to be shown at the California World's Fair on Treasure Island.

"One thing you must say about boxers is that they are ethical." "What do you mean?" "Well, they must always look out for the right of others."