

POLICING THE WHITE HOUSE.

Constant Vigilance Exercised for the Protection of President.

(John Lorange, in Boston Advertiser.)

Probably no other building in America is so well policed as the White House. It takes twelve men to do it daily. If any mischievous stranger should seek entrance he would not get far. Twenty-four men guard the outside of the building and eighteen the inside. Eight are in the executive offices. Fourteen guard the White House within and without at night. The number of men enumerated does not include the secret service men who guard the person of the President, and who sometimes are in service to guard the members of the President's family.

Every door to the White House has its policeman constantly on guard. There are always two in the basement of the executive offices, where there is a large door leading from the street or the reception of supplies. There always is a policeman at the kitchen entrance. Two men in livery not policemen, guard the main entrance into the White House at the north portico. In the day-time there is a policeman in the east room and one each at both stairways that lead to the private apartments of the President and his family on the upper floor. There is a policeman always in the basement, the entrance to which is from the east wing of the Mansion.

At night a policeman guards the basement corridor of the interior, another the corridor of the main floor and another the corridor of the upper floor. Outside there is constant vigilance in front and in the rear, if the White House may be conceived as having any rear. The south front is as beautiful as the north front and, indeed, more so. A policeman is always on guard at the south portico, and especially so at night. One parades with the regularity of a sentryman the half-covered corridor leading from the White House to the executive offices.

That the White House should have to be thus carefully guarded may seem strange to Americans whose Chief Executive is, after all, only a democrat who is a citizen temporarily holding a high public office. But it is necessary. Three Presidents have been assassinated, although none ever at the White House. It would seem none ever could be, because of the vigilance kept there. But a fierce light plays upon the White House and the occupants of it, especially the President. It attracts all kinds of people, and cranks are ever dangerous. Many is the one apprehended before he has gone far. And in this land of liberty there are also other people who have dangerous ideas centering on the life of the Chief Magistrate.

Besides, American, and especially American women, are very inquisitive and given much to vandalism. They come in shoals to Washingtons, and their first thought is the White House. They want to inspect it from bottom to top. They want to miss nothing, and many of them would like to take away mementos. Their audacity and lack of manners and observance of other proprieties is amazing.

THE TAMWORTH HOG.

A New Breed That Should Interest Southern Farmers—Big Results Have Been Gotten From These Hogs.

An unusual interest is being evidenced throughout the South in the Tamworth hog, which is an comparatively new breed in this section of the country. A short article concerning this breed has therefore been prepared and it is hoped it will give some data of interest to those desiring to know more about this particular breed.

The Tamworth hog is a native of Great Britain originating in a group of counties in what may be termed Central England. This is a region rolling landscapes and with a temperate but moist climate. Like practically all of the breeds of domestic animals which have an ancient origin that of the Tamworth is shrouded in mystery. It is stated by some of England's best live stock authorities that this hog fed on the mast of the oak and beech forests at a period antedating the battle of Waterloo. By some it is even contended that the breed was introduced into England from Ireland, but there is not much evidence to support this statement.

The earlier type of Tamworth was longer of leg and snout and narrower and shallower of body than those of to-day, and naturally they did not mature so rapidly. The same sandy or reddish color characterized them at an early date. The improvement of the Tamworth breed dates from the development of intensive farming in Great Britain and the consequent necessity of so improving the breed as to give it those qualities which have caused it to advance rapidly in public estimation. As early as 1847 a Tamworth sow won first honors at the Royal show, but it was not recognized by the Royal Agricultural Society until 1885. Its development has been peculiarly rapid during the last few years because of the demand for a high-class bacon hog. Its introduction into America is comparatively recent, dating about 1882. It is said to have been introduced into

Canada about 1888, but its spread in that country has been very rapid and has had much to do with developing the great bacon industry which has made that country famous.

The general characteristics of the Tamworths are as follows: The color is from light to dark red. In form a typical animal is large, lean, and long in the head, body and legs. The snout is unusually long and the face but little dished. The ears are large erect, and leaning slightly forward, but do not break over as in the Poland-China. The back is relatively narrow and long; the sides unusually long and deep. While the shoulders are well placed, they are not thick as in the lard type of hog, and the hams as compared with those of the Poland-China would represent a lean type. The strong point of this breed is its great length and breadth of side and fine intermixture of the fat and lean which have given in its high standing as a bacon animal. It is also noted for its docility of temperament, and yet it is an active breed, making it unusually well adapted for grazing purposes, and it is this peculiar attention to it, particularly in the South, where it has been demonstrated over and over again that the cheapest and best quality of pork can be made on grazing crops, and that where animals are so maintained the danger from cholera and other diseases is reduced to a minimum. As to size, the Tamworth is relatively large, mature boars weighing fully 600 pounds and sows, 450 pounds. Pigs that are forced may be made to weigh 175 pounds at six months. In maturing qualities this breed would be ranked as fair as compared with some of the American breeds, though the growth and development is uniform from the birth period forward, and like any other breed of hogs, more flesh and fat will be laid on where liberal feeding prevails.

In feeding qualities the Tamworths compare very well with many of the standard breeds, and also in the percent of dressed meat which the carcass will turn out. These are peculiarly valuable to the South because of their adaptability for grazing purposes, their relative hardiness, the ease with which they become acclimated, and the fact that they may be made to gather a good portion of their own living and make a large development with a relative small outlay of corn. They are also a prolific breed, unusually so, sows frequently farrowing from 12 to 15 pigs and where they are well fed and given close attention, two litters a year may be secured with a fair degree of regularity. In other words, a good Tamworth sow may farrow and carry beyond the weaning period 20 pigs per annum. Pigs from pure-bred will now readily command \$12.50 apiece. One can thus see the fine revenue which may be derived from the systematic development of this breed. There is a tendency to believe that cotton production will always pay the largest profit, but a good Tamworth sow, which need not represent a very large investment, may produce in one litter enough pigs to give the farmer the same relative income as he would derive from a bale and a half of cotton with the seed, and it would seem from our experience that this litter of pigs might be handled and fed to the point where they will sell for \$12.50 apiece quite as cheaply and with less labor than would be involved in producing the said bale and a half of cotton.—Atlanta Journal.

The Government learns a lesson in engraving from a counterfeiter. "Did I ever tell you about Charles Ulrich?" Burns asked. "Charles F. Ulrich was the greatest counterfeiter the world ever knew until the advent of Taylor and Bredell at Philadelphia. But Ulrich was, perhaps, the most versatile counterfeiter that ever operated. The Government itself adopted his method of engraving a national bank note, and has used it ever since. Up to this time, the government had been engraving a complete plate for each bank. Ulrich engraved only one plate, leaving out the title line; he then engraved separately the title lines of the different banks, and combined any one that he wished with the plate of the note. The Government at once utilized Ulrich's ingenious device. "Ulrich came to this country from Germany in 1858. He was a raw young German then, but a real artist. When I knew him he was one of the finest-looking men I ever met—six feet tall, straight as an arrow, with long, curly hair. He was one of the pleasantest and most genial companions in the world, one of the most interesting fellows to talk with on any subject—one of the best posted men I ever knew. He was a gentlemanly fellow, and his principal fault was that he was the best counterfeiter that ever lived."—From "Great Cases of Detective Burns" in the May McClure's.

NO SLAVERY TO WORK. Deskins, Va.—Mrs. Mary A. Vandyke, in a letter from Deskins, says: "I have serious female troubles, lasting forty days at a time. I was so weak I could hardly walk, so I tried Cardui. Soon I was better. Now I am well." If you suffer from any form of womanly pain or weakness, take Cardui, the woman's tonic. Cardui will lift you out of the misery and weariness, caused by womanly weakness, and help you to see the bright side of life. Try it. Your druggist sells it.

STATE PRIZES AWARDED.

Six Prizes of Five Dollars Each Given For Essays on Health Subjects—Names of Successful Contestants.

Six North Carolina school children will have glad hearts this week when they receive one of the five-dollar prizes for the best essay on one of the following subjects: General Sanitation, Hookworm Disease, and Tuberculosis. Two prizes were offered for the best essay on each of the subjects, one prize to go for the best essay by a child under fifteen years of age, and the other for the best essay by a child over fourteen years of age. The committee awarded the prizes as follows:

General Sanitation. Under 15 years of age, August Travis, Weldon, N. C., age 12. Over 14 years of age, Rozena Penman, postoffice address not known.

Hookworm Disease. Under 14 years of age, Sarah Richardson, postoffice address not known, age 14. Over 14 years of age, Oliver Rand, Smithfield, N. C., age 15.

Tuberculosis. Under 15 years of age, Edith Farmer, Raleigh, N. C., age 11. Over 14 years of age, Inez Grace Wilkes, Chadbourn, N. C., age 16.

These prizes were offered by the Health Department of the State Department of the State Federation of Women's Clubs through the activity of Mrs. W. N. Hutt, Chairman of the Health Department, Raleigh, N. C. The Department hopes to have another set of prizes offered for similar work next school term so that these school children will do well to acquaint themselves with health matters. The State Board of Health sends out free literature on request. Mrs. Hutt will appreciate knowing the address of Sarah Richardson, or Rozena Penman.

DR. P. W. COVINGTON TO FIGHT HOOKWORM DISEASE.

Dr. P. W. Covington, of Rockingham, has given up his private practice to assume the duties of District Director of the campaign against hookworm disease. There are three District Directors already in the work in the State.

The three physicians already holding positions as District Directors are Doctors B. W. Page, C. F. Stronider and C. L. Prigden. These, with Dr. John A. Ferrell, the State Director, of the campaign, make four physicians giving their entire time to the hookworm campaign. Besides the physicians there are six microscopists in the Laboratory of Hygiene at Raleigh devoting their entire time to making the examinations for hookworm infection.

Since the beginning of the campaign more than 20,000 people in the State have availed themselves of the opportunity for having free examinations made for the disease. Approximately one-third of them have shown infection. The rapid progress made in educating the people on the eradication of the disease and general sanitation and their splendid response point to the ultimate eradication of this and allied diseases. The workers are receiving hearty co-operation.

IF YOU ARE GOING NORTH

The Chesapeake Line Daily Service Including Sunday.

The new steamers just placed in service the "City of Norfolk" and "City of Baltimore" are the most elegant and up-to-date steamers between Norfolk and Baltimore.

Equipped with wireless. Telephones in each room. Delicious meals on board. Everything for comfort and convenience. Steamers Leave Norfolk (Jackson St.), 6:15 p.m.; leave Old Point Comfort, 7:15 p.m.; arrive Baltimore, 7 a.m.

Connecting at Baltimore for all points North, Northeast and West. Reservations made and any information courteously furnished by W. H. PARNELL, T. P. A., Monticello Hotel, Norfolk, Va.

POPULATION OF NORTH CAROLINA

Detailed Figures Announced by Census Director Durand

1910 AND 1900 COMPARED

Gains and Losses Shown in a Decade by the Various Cities, Towns, Villages and Townships Throughout the State—Total Population is 2,206,287, as Against 1,983,810 Ten Years Ago.

(Concluded from last week.)

Table showing population gains and losses in a decade by various cities, towns, villages and townships throughout the State. Columns include location, 1900 population, 1910 population, and change.

Large table listing population statistics for various counties and townships in North Carolina, including Stanly, Stokes, Surry, Swain, Tyrrell, Union, Vance, Wake, Yadkin, and Yancey counties.

Norfolk-Southern Railroad

Route of the 'Night Express'

Travel via Raleigh (Union Station) and Norfolk Southern Railroad, and From All Points in Eastern North Carolina.

Schedule in Effect January 1910.

N. B.—The following schedule figures published as information only and are not guaranteed. Trains leave Raleigh—9:15 p. m., daily, "Night Express" Pullman Sleeping Car for Norfolk; 6:15 a. m., daily, for Wilson, Washington and Norfolk; Parlor Car between New Bern and Norfolk; 6:15 a. m., daily, except Sundays, for New Bern via Chocowinity.

3:00 p. m., daily, except Sundays, for Washington. Trains arrive Raleigh—7:20 a. m., daily—11:20 a. m., daily except Sunday, and 8:00 p. m., daily.

Trains leave Goldsboro—10:15 p. m., daily, "Night Express" Pullman Sleeping Car for Norfolk via New Bern. 7:15 a. m., daily, for Beaufort and Norfolk—Parlor Car between New Bern and Norfolk.

3:20 p. m., daily, for New Bern, Oriental and Beaufort. For further information and reservation of Pullman Sleeping Car space, apply to D. V. Conn, Traveling Passenger Agent, Raleigh, N. C.

W. W. CROXTON, General Passenger Agent, Norfolk, Va.

W. R. HUDSON, General Superintendent, Norfolk, Va.

John T. Pullen, President. Chas. Root, Cashier.

THE Raleigh Savings Bank AND TRUST COMPANY.

Capital and Surplus, . . . \$ 80,000 Deposits, \$700,000

4% Paid on Deposits Interest Compounded Quarterly.

Farm For Sale

A fine tobacco farm and good residence, located on public cross roads, 65 acres land, large dwelling, barn, stables and buggy house. Nice street house located 3 miles from Wilson on Durham & Southern road. All buildings new. Apply to

DAVID SPENCE, R. F. D. No. 2, Holly Springs.

SEABOARD AIR-LINE

Schedule Effective April 9, 1911.

Trains Leave Raleigh

Direct line with Double Daily service to West through Atlanta, Birmingham and Memphis.

FOR THE SOUTH. No. 81, 12:00 a.m. No. 84, 12:00 p.m. No. 29, 10:30 a.m. No. 32, 11:30 a.m. No. 41, 4:05 p.m. No. 38, 4:05 p.m. No. 43, 6:00 p.m. No. 30, 7:00 p.m. For details, apply to J. F. Mitchell, Passenger and Ticket Agent Telephone No. 117.

NOTICE—Above schedules published only as information, and are not guaranteed. H. S. LEARD, Division Pass. Agent, No. 4 W. Martin St., Tucker Building, Opp. North Entrance Postoffice, RALEIGH, N. C.

Raleigh & Southport Ry. Co.

TIME TABLE

Table showing Southbound daily schedule with stations (Lv Raleigh, Lx Raleigh, Lx Cary, etc.) and times.

Table showing Northbound daily schedule with stations (Lv Fayetteville, Lx Leno, Lx Leno, etc.) and times.