

KANNAPOLIS DEPARTMENT

(By JAMES E. MOORE)

LANDIS SQUIRMS OVER TOWELER ALL STARS, 3 TO 2

Kannapolis, July 28.—The Kannapolis All Stars lost a close and interesting game of baseball in Landis yesterday afternoon when the Landisites took the measure of Bill Morton, 3 to 2.

Morton pitched splendid ball, allowing but six well scattered hits, but three miscues by his teammates paved the way for his downfall. Odie Powell, with three for four, stood out in hitting while both clubs fielded quite gaily.

The locals will meet Landis here Thursday afternoon in the second game of an extended series. On Saturday the All Stars go to Lexington, where they will hook up with the fast Winona Mills team.

Score by innings: R. H. E.
 Kan'ps. 100 100 00—2 10 2
 Landis 010 020 00x—3 5 2
 Morton and Owenby; Wright and Whitaker.

NEW WESTERN TRAPGUN FOR KANNAPOLIS SHOOTERS

Owner Hopes to Bring Famous Avery of Salisbury Here Soon.

Kannapolis, July 28.—Give ear all you who are interested in clay pigeon and trap shooting! For down in South Kannapolis H. B. Rogers has installed a brand new western trap gun, open for your benefit on each afternoon in the week and particularly on Thursday.

There are several good shooters in this vicinity and Mr. Rogers is anxious to bring them together. He hopes to bring the famous Avery of Salisbury here in the immediate future.

LIQUOR SMUGGLING ALARMING PACE

United States Custom Service Liquor Trade Along of Shore Line.

Ohio, July 27.—Three boats of Lake Erie shore which there are only 300 yards from the shore, is being used as a shipping men as a "coast." It is the public runners who have supplied Ohio, birth of the world headquarters of the League.

Thousands of open lake and the combined effort of state and federal organizations, the Cana-smuggling traffic on his-
 Erie has expanded at a rate during recent years. It has forced the re-
 lowed in March, 1923, officers believed that it had been wiped out.

Operations on the 300-
 with 14 men and two open season of 15
 Collector A. P. change of the Cleveland
 found the smuggling
 extended deeply in the
 the commerce.

Cleveland's liquor re-
 considerably larger than
 they are still relatively
 as compared with the
 Canadian stocks entering
 Toledo, according to
 operators. Little of the
 back goes beyond the city
 houses at the western
 Erie, almost half of the
 ships are trucked inland
 and Indiana, some
 as far west as Chic-
 as Cincinnati.

ing twice as far from
 houses are hampered grie-
 District Attorney A. E.
 celebrated throughout the
 one of the most drastic
 presenters in the De-
 Justice. The federal
 Cleveland, are also noted
 border as excep-
 in dealing with pro-
 violators.

\$10.00 a quart.
 sters, combined with the
 of navigation in
 to Cleveland, bring
 \$4.00 to \$5.00 a
 \$4.50 to \$6.00 in Toledo.
 handicaps, however,
 when the elusive run

Better Cows Figure In Dairying Future



DR. C. W. LARSON

Washington, July 27.—(AP)—Ask Dr. C. W. Larson, United States dairy chief, to picture a future for the dairy industry and he'll push across his desk this group of figures:

Four and a half million farms in America have dairy cattle.

The total number of cows approximates thirty million.

The annual farm value of dairy products is \$2,750,000,000.

Population in the United States, potential source of milk consumption, increases, rises at the rate of 1,750,000 per year.

There are 837 active cow-testing associations in the United States, with an enrolled total of 300,000 cows, each producing an average of 6,500 pounds of milk annually.

"All of which means," says Dr. Larson, "that if every cow in the nation produced as much milk as the accredited cattle, the United States would not need even one additional dairy cow for a quarter of a century."

The conclusion is purely a scientific one, Dr. Larson explains, and is true in possibility rather than probability.

"As a matter of fact," he continues, "it's the number of individual owners and not the cows that is decreasing. The movement is toward a higher grade cow, and high-production herds are, as a rule, increased."

"Dairying is the biggest American farm industry. The prime issue now is economy in production. The fact that the amount of milk a cow produces and its quality are the greatest factors in economy has led to the general development of better herds. Owners realize the overhead expense on a poor herd is as heavy as on a good herd. It takes as much time, labor and feed for a cow that produces only 4,500 pounds of milk a year as for one that produces twice that amount."

"While at times it may cost more to feed a high quality cow, true economy is in the increased production."

Dr. Larson calls attention to the work of cow-testing organizations. It has been found that the 300,000 accredited cows produce as much milk as 584,000 ordinary cows, and as much financial profit as 640,000 average cows.

Better bred cows are the bulwark of the dairy industry, the dairy chief declares. And the purebred dairy sire seems to be the best solution of the dairy-breeding problem.

Proved bull sire daughters that produce better than other dams. If five or more daughters of one bull record higher production than their dams, the sire is placed on the accredited list. In the whole nation there are now but 289 proved bulls. Where to find such sires and keep them until the production records of their daughters become available is one of the unsolved problems of the dairy world today, Dr. Larson says.

Have You Heard This One?

"So you want the job of watchman? What qualifications have you?"

"Well, I sleep very lightly. The least noise wakes me up."

"Have you seen Norah's new evening frock?"

"No—what does it look like?"

"Well, in many places it's very like Norah."

"Are you a college man?"

"No, I'm wearing these clothes to pay an election bet."

Girlie (recently scolded)—Mother, do you love me still?

Mother—Yes, but quit, dear.

Stephens—Joe is one of the men who believe in singing at their work.

Durham—What's his work?

Stephens—He's an opera singer.

Teacher—You are very slow with figures. Tommy, come, now, speak up quickly. If your father gave mother a \$50 bill and a \$20 bill what would she have?

Tommy—A fit, ma'am!

A father promised his small son 20 cents if he would be good the whole week. At the end of the week he asked the little fellow if he had earned the money.

The youngster after thinking seriously for a moment said: "I tell you, Daddy, just give me a nickel."

"Has putting in that lunch counter helped your business?" asked Jones of the druggist.

"Well, it has about tripled the sale of indigestion tablets," he replied.

Employer—But I specified in the advertisement: "Must write shorthand."

Applicant—Well, sir, er—er—as a matter of fact, I can't write it, but I can speak it fluently!

287,928 MILES NOW IN STATE HIGHWAYS

During 1926 Roads With Mileage of 19,492 Were Surfaced Bringing Total to 163,059 Miles.

Washington, July 27.—The State highway systems of the United States now embrace 287,928 miles, according to a tabulation of reports from the State highway departments to the bureau of agriculture. During 1926 roads with a mile of 19,492 were surfaced, bringing the total to 163,059 miles, and leaving 28,456 that are still only graded and drained.

The report of the bureau of public roads making these figures known reads:

"More than 13,600 miles of earth roads included in the State highway systems of the forty-eight states were surfaced by the several highway departments in 1926, according to information compiled from State reports by the bureau of public roads of the United States department of agriculture."

"The total length of surfaced roads constructed by State agencies during the year was 19,492 miles, of which 13,684 miles were laid over former earth roads and 5,828 miles represented a rebuilding of old surfaces."

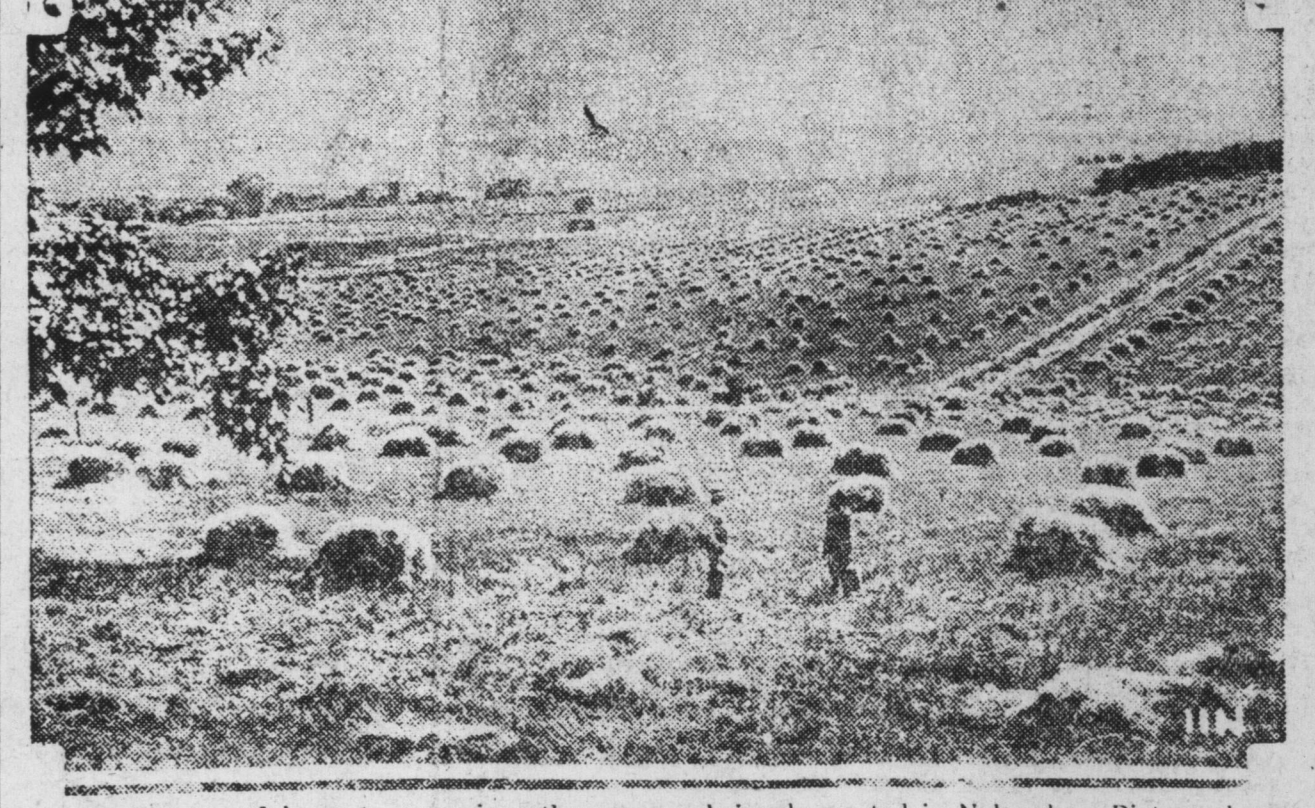
The reports show that the total mileage of surfaced roads in the State highway systems increased by 18,205 miles during the year; but of this increase 4,451 miles represent no actual work by the State, but consists merely of mileage transferred from county to State jurisdiction, statistical changes resulting from surveys, etc.

The above figures refer to increases in surfaced mileage on the State highway systems only and do not include surfacing laid by the counties or other local governments. They do include, however, all work done with federal aid.

The statistical table issued by the federal bureau shows that the combined State systems embrace 287,928 miles and that of this mileage 163,059 miles are surfaced and 23,456 miles are graded and drained according to engineering standards. The State systems are now about 66 per cent. initially improved. The types of surfaced roads existing at the end of 1926 were as follows:

Miles
 Sand, clay and tonsoil 11,896
 Gravel, chert and shale ... 72,236
 Waterbound macadam 18,428
 Bituminous macadam 12,927

RECORD CROPS MEAN PROSPERITY FOR NEBRASKA



Finest and largest crops since the war are being harvested in Nebraska. Picture shows one of the wheat fields, scintillating in the sun of prosperity.

Alaska's Unlimited Resources Offer New Wealth To Western Hemisphere

(By International News Service.)

Washington, July 26.—Alaska is one of the greatest undeveloped sources of many important raw materials in the western hemisphere.

The territory has vast areas and resources which never have been explored thoroughly or investigated, according to Emmett A. Chapman, of the division of regional information of the commerce department.

Minerals alone recovered in Alaska between 1880 and 1926 amounted in value to \$533,305,000, while fishing resources, attaining a great importance in the last few years, are yielding annually exports amounting to from \$36,000,000 to \$54,000,000.

In addition to fishing and mining resources, Alaska has great timber areas; undeveloped water power; many species of fur-bearing animals including seals and great grazing areas suitable for the development of reindeer herds. Because of its scenic beauty the territory is becoming more and more popular with tourists and those in search of sports hunting and fishing.

First real attention to Alaska came in the famous Klondike gold rush of 1896. A population of 32,000 in 1890 had grown to 66,000 in 1910, although the 1920 census showed a decline to 55,000, but as this was

taken in the winter it did not include the workers employed every summer in the salmon canneries and fishing grounds.

For several years following the discovery of gold this was the principal product, but as gold led became less productive attention was turned to copper and for a time this metal maintained the lead. The development of salmon fishing during the past two decades, however, has caused Alaska's exports of copper to run a poor second.

Many Alaskans now believe that in time salmon exports to United States will be exceeded by shipments of reindeer meat.

Imports to Alaska have not as yet attained the war-time level, when large quantities of mining and canning machinery, tin plate, tin cans and other equipment were needed for rapidly expanding industries.

The reindeer industry gives promise of becoming increasingly important as herds multiply and the meat is better known in the United States. It is estimated that at the end of the 1926 reindeer in Alaska numbered 500,000 and that the territory was capable of maintaining 10,000,000.

Sheet asphalt	890
Bituminous concrete	4,813
Cement concrete	31,935
Asphalt, wood and stone block	165
The following table shows the total mileage in State systems in the first column and existing surfaced mileage at the end of 1926 in the second column:	
Alabama	3,336 2,172
Arizona	2,031 1,421
Arkansas	3,246 4,153
California	6,582 3,337
Colorado	8,068 3,499
Connecticut	1,952 1,819
Delaware	590 590
Florida	5,654 2,725
Georgia	6,258 2,664
Idaho	4,668 2,437
Illinois	9,459 4,495
Indiana	4,262 4,155
Iowa	6,638 3,469
Kansas	7,537 1,338
Kentucky	9,646 4,192
Louisiana	8,000 4,707
Maine	1,514 1,306
Maryland	2,479 2,419
Massachusetts	1,563 1,550
Michigan	6,756 6,229
Minnesota	6,930 6,853
Mississippi	6,721 3,389
Missouri	7,640 3,375
Montana	7,957 926
Nebraska	6,256 2,764
Nevada	2,996 1,022
New Hampshire	2,236 1,963
New Jersey	4,574 1,296
New Mexico	6,214 1,634
New York	14,063 9,853
North Carolina	6,218 5,464
North Dakota	6,837 1,335
Ohio	11,000 9,591
Oklahoma	5,589 1,584
Oregon	4,468 3,220
Pennsylvania	12,033 8,439
Rhode Island	821 451
South Carolina	5,143 3,869
South Dakota	5,293 2,467
Tennessee	5,051 3,555
Texas	15,728 9,256
Utah	3,248 1,150
Vermont	4,462 3,139
Virginia	5,210 3,839
Washington	3,283 2,607
West Virginia	3,784 1,732
Wisconsin	10,279 8,240
Wyoming	3,136 929
Total	287,928 163,059

where she lives with her family, who truck farm, and was standing in front of a mirror powdering her face when she saw a slight movement under the bed in a corner of the room.

"Who's there?" she asked.

"Shut yo' mouth," was the answer as a big black convict came out from under the bed and rose to his full height before her.

But that was all he did, for the young lady ran into the next room, grabbed a gun, and came back. She did not get the chance to use it, however, although she said she would have for the convict has "sold out." Miss Wells gave as the reason for her not taking a shot at the negro as he ran across the yard of her home was that her dog was jumping at him and she did not want to kill the animal. The convict is one of several who escaped from a road gang near here during a mutiny. According to last reports he has not been captured.

From London to Cologne in 160 minutes, averaging 130 miles an hour, was a new record made the other day by an Imperial Airways liner weighing, with passengers and freight, over six tons.

SEASHORE EXCURSION

TO
NORFOLK, VIRGINIA BEACH AND RICHMOND, VA.
 VIA
SOUTHERN RAILWAY SYSTEM

Friday, July 29, 1927
 Round Trip Fares From
 Concord, N. C.

Richmond, Va.	\$7.00
Norfolk, Va.	\$8.00
Virginia Beach, Va.	\$8.50

Proportionately reduced fares from other stations.

Tickets on sale July 26th, final limit good to return on all trains except CRESCENT LIMITED up to and including train 8 leaving Norfolk 7:00 P. M. and train 11 leaving Richmond 10:20 P. M. Wednesday, August 3, 1927. Tickets good in pullman sleeping cars upon payment of pullman charges.

Through sleeping cars and day coaches.

For detailed information call on any Southern Railway agent or address:
 R. H. GRAHAM,
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 Charlotte, N. C.

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