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The Sand Clay Road's Value.

Engineer Langlois Discussed It at Albemarle Fair.

Mr. Henry J. Langlois, U. S. highway engineer, who has been in Hickory for several weeks past directing the building of the sand clay road from here to Brookford, discussed the road problem at the Albemarle fair on Nov. 23 as follows:

There are three things which make a country great, and progress: namely a fertile soil, busy work-shops, and good roads. They go hand in hand. The fertility better roads in this day and age place needs no extended argument. It is conceded that a good road enhances the value of the land ten per cent. The farmer can go to town easier, and haul more produce at all times with less wear and tear on vehicles. New York statistics show that over 14000 miles of good roads have decreased the repair and up-keep expense on the 85000 automobiles in that state 30 per cent.

Nearly every state in the Union has adopted the principle of state aid and supervision, or are considering a reform of their old road laws, and it is only a question of several years when we shall have universal good roads.

The Office of Public Roads, United States Department of Agriculture since its origin in 1901 has steadily increased, until today there are one hundred employees, of which one-third are engineers on field work. Part of the work consists in co-operation with local authorities in the construction of object lesson roads, of experimental roads, laboratory and field experiments for the purpose of testing various road materials and methods of applying them, introduction of the road drag and distribution of information concerning its construction and use; inspection of rural delivery routes; traction tests, on various types of roads and grades; the routine testing and analyses of road materials to determine their physical properties and mineral composition; the training of Engineering students, the training of advice and instruction concerning specific problems in road work; cooperations with States and counties in bringing about a general improvement in administrative systems, and methods of construction and maintenance; in bridge designs for rural traffic; and the making of surveys, plans, estimates and specifications.

In addition to this, 4 exhibition trains, in cooperation with the railroads, have been sent throughout the country. One car contains a model of the different types of roads, and the other is used for illustrated lecture work on road construction.

Nearly 100 object lesson roads were built last year, 50 model systems laid out, 500 expert advice assignments made, 1000 lectures delivered, and in the laboratories over 2000 samples of road material consisting of bituminous binders, dust preventives, cement and rock were tested. Nevertheless the number of letters asking for advice and cooperation far exceeded the possibility of the present force.

Every public spirited citizen wants better roads. Good roads mean good farms, better schools and better living.

So much has been written about highways construction, some articles are almost ridiculously amusing, coming as they do from learned and conscientious men. Furthermore these men would not know how to direct construction gang. Again, we find too many of the road brethren who have been plodding along for years using the same old methods of filling in a chuck hole with brush and logs, or leaving a ridge between the travelled roadway and the ditch. If we can get the former down from his etherial heights, and the latter up to common sense road building, we have indeed made a real beginning. Road education is what is needed, and every county should have a competent highway engineer to superintend and advise on all road work in each district or town. Nearly all dirt roads today could be greatly benefited by the intelligent use of the road drag.

There are three essential points to consider regarding road improvement and raising of a bond issue. They are: 1st. The requirements of traffic; 2nd.

the amount of money available for the improvement; and 3rd. the accessibility of desirable road material.

Local conditions control the type of road. It would be foolish for a community to construct a dirt road where heavy traffic exists, and it would be equally absurd to import or haul crushed stone at a great expense to surface a road where there is only light traffic. A country must improve its roads according to its means; remembering that macadam or other pavements are built upon a graded dirt roadway; and that this grading can be utilized in the future if it becomes necessary to further improve.

The actual construction of country roads are considered under these heads: Location and Grades; Drainage; and Surfacing. A chain is no stronger than its weakest link. And the road to the farm market is limited to the steepest grade and deepest chuck hole.

Tests show that a horse which can pull 1000 lbs. on a level road, can pull 810 lbs. on a continuous 2 per cent grade; 640 lbs. on a 3-1-3 per cent grade; 540 lbs. on a 4 per cent grade; 400 lbs. on a 5 per cent grade; and but 250 lbs. on a 10 per cent grade. Although it has been demonstrated that a team can exert 4 times as much tractive power going up a short hill as its average pull on a level grade, the advantage and necessity of minimum grade is obvious and acknowledged.

There is no set rule for width of roadway between ditches, crown, nor of the surfacing, but for a road with ordinary traffic, a 24 foot width with a 16 foot surfacing is commendable. This will give ample surfacing for two teams to pass, and sufficient roadway to turn around.

The question of drainage is of the utmost importance in road construction and maintenance. Water is the natural enemy of a road. Drainage may be subdivided into three parts: Drainage; better drainage, and more drainage.

Too much cannot be said on the road drainage proposition. It will be well for the engineer and the construction man to bear this in mind. Keep the water out of the road, and away from the road. It sounds simple, but a great deal can be gained thereby. Proper drainage, side-ditches; and under-drains. In forming the surface of a road, care should be taken to keep it well crowned, so that the water will run off quickly to the sides. Too much crown will cause vehicles to keep in the center, the road will be worn hollow, and surface water retained.

Too much crown will make it difficult for teams to turn out in passing. A desirable section is one that has a 1 to 1-8 crown to the foot for the 16 foot surfacing, with an 18 inch ditch depth for the 24 foot width. After all, local conditions determine the type of construction. The side ditches should be so formed that nearly all the rough work can be done with a road machine. The ditches should be dug to a uniform grade, and continued to some outlet. Water should not be left standing in the ditches to evaporate, nor it is desirable to carry water for a long distance along the road, as damage from wash and scouring is absolutely certain.

A road, should be crowned more on a steep grade than on a level one, as the water tends to run down the center, deepening the wheel tracks; washing out, and soon destroying the shape of the road.

I will pass over the different types of bituminous and water-bonded macadam surfacings and consider briefly the general construction of gravel and sand clay roads.

Any road surfacing material should be of uniform quality, so that the road may wear evenly and smoothly, free from holes. Never under any circumstances place on the travelled surface of the road, sod, roots, any organic matter or worn out material scraped from the ditches or sides. Throw this from the road using only the best material available.

Gravel should be the best that can be obtained in the vicinity of the road. The fragments of stone should be tough and durable, and the pieces larger than 1 1/2 inches should be raked out and placed in the foundation. There should be just sufficient binding material to fill the voids in the stone. This binder usually is a clay or sandy loam, and should not form more than 15 to 20 per cent of the total aggregate. Excess of binder is detrimental to

To Increase Creamery Stock

Committee Making Effort To Raise to \$6,000.

About 75 farmers who are stockholders in, or contributors to, the Catawba County Creamery, met at the Chamber of Commerce Saturday afternoon and considered plans for increasing the capital stock of the Creamery to \$6,000, in order to increase the facilities for doing business in an enlarged and better way. A committee, consisting of Messrs. John W. Robinson, D. M. McComb, W. P. Bumgarner and H. P. Lutz, was appointed to solicit subscriptions, and about \$1200 was raised on the spot. Mr. Robinson presided over the meeting and Mr. Shuford was secretary.

The farmers who send their milk and eggs to the Creamery are getting anywhere from \$25 to \$30, a month in the aggregate, and there is a strong demand for Creamery products. The Creamery itself is in elegant condition under the efficient management of Butcher-maker Whiteley.

The subscription committee will report next Saturday a week at a meeting of the Creamery patrons.

Take the Confederate Veteran

The Confederate Veteran, Nashville, Tenn., requests notice in every Southern Newspaper. It disseminates information about soldiers of the war on both sides; it has long represented officially every general Confederate organization, and is enthusiastically supported by the men and women who are familiar with it. While ardently loyal as its name indicates, it is so dignified in tone and so patriotic that it maintains not only the respect but the good will of "the other side."

The Veteran is doing an important work in helping to establish records for dependent men who wore the gray and the widows of such who seek pensions. Besides, it secures inter-communication between friends of the long ago whose inquiries are printed gratuitously.

The Veteran is printed on fine paper and is illustrated with high-class engravings. It is one of the most creditable magazines in the country (price, \$1.00 a year,) and the editor prides himself in the assertion that in the distribution of over four millions of copies he has not heard of fourteen complaints.

When you have a cold get a bottle of Chamberlain's Cough Remedy. It will soon fix you up all right and will ward off any tendency towards pneumonia. This remedy contains no opium or other narcotic and may be given as confidently to a baby as to an adult. Sold by all dealers.

Seaboard Air Line Christmas Holiday Rates

The Seaboard Air Line Ry. will sell Christmas rates to all points in their territory at greatly reduced rates, tickets on sale Dec. 15-16-17-20-21-22-23-24-25-30-31 and Jan. 1st, good to return until Jan. 8, 1912. For further information call on your nearest agent or write the undersigned.

James Ker, Jr., T. P. A. Charlotte, N. C. M. S. Leard, D. P. A. Raleigh, N. C.

each rain for the first few weeks until a firm smooth surface is obtained, and the road is resistant to traffic.

A thin coating of sand should then be spread over the top. If a certain portion shows a tendency to become muddy after a rain, the mixing has not been thorough, or there is a lack of sand. The remedy is obvious. The selection of material has a great deal to do with the result, but in many sections there is no choice of either clay or sand, and naturally some sand clay roads are better than others.

The process is not so difficult but what the average road man can carry on the work after he has seen an object lesson road built.

But if the proper mix is not obtained the first time, he should not give up like the Irishman who lost his balance and fell from the top of a high building. As he passed the second story, he reached out and grasped a telephone wire, hung on for a moment, uncertain, then dropped to the pavement. When his friend called on him at the hospital, and was given the particulars, he asked, "Why did you let go the wire?" Pat replied—"Sure an' Oi thought the dom thing would break."

In sand clay construction, perseverance and continual study are absolutely essential for success, and results are proportional to the energy exerted. Sand clay roads have passed the experimental stage in the South, and has become one of the most popular types of construction, by reason of its cheapness of construction and maintenance. It is admirably suited for light traffic, and is a stepping stone toward the higher types of road surfacing.

IN SOCIAL CIRCLES.

The Round Dozen Book Club met Dec. 13th. with Mrs. R. A. Grimes, with a round dozen in attendance. Comments on the books, special criticisms of "The Winning of Barbara Worth" together with a sketch of the author, Harold Bell Wright, and an interesting story read by the hostess was much enjoyed. After current news the doors leading into the dining room were opened, the members found their places at the beautiful appointed table where a most delicious supper was served. Holly, candles, a miniature Christmas tree in the center of the table, and Christmas cards as place cards were all suggestive of the near approach of the holiday season, as were also the stockings filled with candy and small toys which were given as souvenirs. The next meeting, Jan. 4th. will be with Mrs. C. C. Bost.

The Embroidery Club had a very pleasant meeting Thursday afternoon with Mrs. D. W. Boyd. While the members were busy with fancy work, Mrs. L. R. Whitener read one of Ellis Parker Butler's inimitable stories, "Pat Gerolin and the Foretelling Lady."

Delicious cake, ice cream and coffee were served, the hostess being assisted by Mrs. Alice Hardin and Miss Maud Ardwell. The next meeting, Jan. 11th. will be with Mrs. A. S. Abernethy.

Mrs. W. J. Shuford entertained the Wednesday afternoon Book Club on Dec. 13th. "The Bread Highway" by Jeffrey Farnol was the book for discussion, and Mrs. Shuford read an interesting account of the young author and his popular book. After a delicious luncheon the club adjourned for the day.

The 5 W's club met with Miss Lucile Little Monday evening, Dec. 18. This being the last meeting before the holidays, all work was put aside and business matters were discussed. Dainty refreshments closed the meeting.

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Night Work to Stop At Ivey.

Mill Orders Enough New Machinery to Run Daytime Only

West Hickory, Dec. 18.—The Ivey mill Co. have ordered new machinery enough to fill the new part of the mill built some time ago. When the new department is filled with cards, spinning frames, etc, the capacity of the spinning department will be double what it is at present. And night work at the mill will then stop. Ever since the last 200 looms have been put in, the mill and spinning department had to run day and night to furnish material sufficient to keep the looms going. But when the capacity is doubled then material can be furnished by running only at daylight. So the hands will all have day work then, which is much better.

The Sunday schools of West Hickory are all preparing to have a nice time Christmas. The children are practicing regularly. The programs will consist of songs and recitations by the children and each school will give their scholars a nice treat.

The new Lutheran church being built in West Hickory is nearly completed. The congregation hopes to be ready to hold service in it by Jan. 1st.

Mrs. E. Paxton and family, who have been working in the mill here for several weeks, moved back to Brookford last week.

Tom Marshall was very sick several days last week but is some better at present.

Jason Yoder from Brookford has been here several days working in the mill. He is boarding with Jeff Holler.

J. P. Burns, D. S. was in West Hickory one day last week on business.

I noticed that all our merchants here have a nice lot of Christmas goods and are getting a ready sale for them.

As this is the last item I can send in before Christmas, I will close by wishing the editor a happy Christmas. IOTA.

The quicker a cold is gotten rid of the less the danger from pneumonia and other serious diseases. Mr. B. W. L. Hall, of Waverly, Va., says, "I firmly believe Chamberlain's Remedy to be absolutely the best preparation on the market for colds. I have recommended it to my friends and they all agree with me." For sale by all dealers.

Christmas at the Reformed Church.

The first service distinctively in harmony with the great Festival will be a sermon next Sunday morning by the pastor. The great doctrine of the Incarnation will be emphasized in this discourse.

At night on Sunday, the children of the Sunday school will render a service consisting of reading, recitations and music. The selections of reading and music bear on the subject of Christ's birth.

At six o'clock Christmas morning the usual service will be held. For about 25 years, this service has been held regularly every Christmas morning at 6 o'clock. It is one of the great services of the year and is a suitable preparation for a profitable enjoyment of the day. The program for this year promises to be one of the best ever rendered, on a similar occasion. Not one wants to miss this service.

Christmas afternoon, the 5 Sunday schools will have a Christmas tree on which will be presents for the children in the primary department. The public will receive a hearty welcome to all of these services.

"My wife would have been in her grave today," writes O. H. Brown, of Muscadine, Ala., "if it had not been for Dr. King's New Discovery. She was down in her bed, not able to get up without help. She had a severe bronchial trouble and a dreadful cough. I got her a bottle of Dr. King's New Discovery, and she soon began to mend, and was well in a short time." Infallible for coughs and colds, its most reliable remedy on earth for desperate lung trouble, hemorrhages, lagrippe, asthma, hay fever, croup and whooping cough. 50c, \$1.00. Trial bottle free. Guaranteed by C. M. Shuford, Moser & Lutz and Grimes Drug Co.

COMMENT.

RAISE PECANS.

An extremely valuable bulletin of the State Agricultural Department is that of Stat Horticulturist W. N. Hutt in which he gives the result of the North Carolina test farm experiments in pecan tree growing. There will be good money some day in black walnuts and pecans. Farmers, plant them all around the edges of your fields or put them out in orchards. The idea is disappearing that pecans are low-country plants. They thrive best on well drained soils, such as we have in this section, and there are hardy varieties. Send for the bulletin, which is handsomely illustrated. This extract will give a fore-taste:

Until recently it was considered that the pecan was especially a lowland tree that could not be grown successfully above 500 feet altitude. From our experience at Statesville, at an altitude of 1,000 feet, we find that a few varieties, notably Stuart, Mantura, and Appomattox, grow very well. At High Point, at an altitude of 950 feet, there is a seedling orchard, many trees of which have borne fine crops of nuts.

In regard to hardness, the history of the pecan tree is very closely paralleling that of the corn plant. In the early days of corn growing, corn was considered a southern plant that could not be grown success fully in the North and West. Corn breeders set to work to produce a quick-growing, early-maturing, and therefore hardy variety of corn. This end was attained and a variety produced that could make its entire growth and ripen its grain in ninety days from the planting of the seed. This "Ninety-day Corn," as the variety was called, produced a revolution in the corn-growing world. Corn growing went north by leaps and bounds until corn is now grown successfully away north in Canada.

It now looks as if the history of pecan growing will be analogous to that of corn production. Scarcely a decade ago it was believed that pecans could not be grown anywhere out of the Gulf States; but through adapted varieties the march of successful pecan production has been steadily northward. In South Carolina many orchards are now coming into bearing. In that State have been set a few of the largest orchards anywhere in the country. At Charleston there is an orchard of 16,000 pecan trees from which the owner sells several car-loads of nuts annually.

In North Carolina we have not been idle in this matter. All over the eastern part of the State thousands of seedling trees have been successfully fruited. Orchards of budded trees have naturally followed. Ten commercial peach orchards of named varieties have been set in this State in the last four years. Several large orchards are to be set this coming winter, and more will follow next season.

The name of Lawyer Brandeis was twice spelled "Brandies" in the editorial columns of the Charlotte Observer Monday. That's the way it is spelled in the advertising columns of the Observer and the Major must have failed to quarantine his editorial.

All honor to Cleveland county farmers for keeping violent hands off the Ross negroes, under the tremendous provocation they had in the murder of the Dixons. Our hats off to Gov. Kitchin, too, for ordering a speedy trial. Let this ever be the North Carolina way.

Editor Hemphill hit the bulls-eye twice recently, in his editorials on the McNamara confessions and the House pension steal.

Every road overseer and every farmer who ever has anything to do with making roads ought to cut out and paste in his scrap book the article in this issue of the Democrat by U. S. Highway Engineer Langlois on how to build roads. It is plain and thorough, and a wayfarer man though a fool need not err therein.

Ax Kills Parents But Spares Baby.

Negroes Murder Cleveland Farmer and Wife for Spite.

A sleep besides its murdered mother, with her blood staining its little "nightie," a pretty 12-months old baby girl was discovered in the home of Mr. and Mrs. John Dixon, 10 miles from Shelby on the Fallston-Lawndale road, Wednesday morning, Dec. 13. Mrs. Dixon had an axe stroke in her forehead. Outside near the barn, her husband, John Dixon, 30 years old, lay dead with an axe blow in his right temple. They were among the finest farming people of Cleveland county.

Suspicion points to Hack and John Ross, brothers, and Will Ross, their cousin, negroes who live near-by. Dixon had a mortgage on Hack's hog, and the negro had been heard to say that somebody would be missing from the neighborhood if they took his meat. When he was arrested, away from home next morning, there was a bloodstain on his overalls, which he said came from skinning a muskrat.

John Ross and Major Stroud, colored, tell of seeing two strange white men near the Dixon house the morning of the murder but their story is not believed.

The next morning farmers flocked to Shelby by hundreds but were not allowed to attend the inquest. They then repaired to the jail but were recalled by the sheriff ringing the court house bell. Judge Webb and others plead for letting the law take its course. Gov. Kitchin has promised an extra term for trial of the case and ordered the prisoners taken to Charlotte for safe keeping.

Later John and Will Ross were removed to Gastonia jail, leaving Hack in Charlotte jail.

The horrible fact has developed that John, finding Mrs. Dixon still alive as he repossessed the house, went back and completed the awful work.

Bert Gardner, colored, is held as a witness having overheard Will and John plan the murder at a cornshucking. Will Ross' house was a perfect arsenal of guns and axes when officers arrested him and his son, "Pig."

Corbett Alexander's Corn Yield in Buncombe

Correspondence of the Democrat. Asheville, Dec. 20.—That the mountains of Western North Carolina, and Buncombe county in particular, one of the best corn growing sections in the country is evidenced by the fact that a sixteen year old lad, Corbett Alexander, of Farm School, near Asheville, has just harvested 156 bushels and 2 pounds of shelled corn from a measured acre of land. This was under U. S. dept. of agriculture rules.

The soil is of black loam, about two feet in depth, with clay sub-soil and has been farmed for about a hundred years and during 1910 was planted to potatoes. The land was broken for the 1911 crop in December, 1910, 14 to 16 inches deep with a No. 40 Oliver Chilled Plow and four mules, and disc harrowed three times. The corn was planted 12 inches to 18 inches, apart in the row, the rows being four feet apart. There was used on this acre 1100 lbs. of commercial fertilizer and 15 tons of stable manure. The crop was harrowed and cultivated five times, using the ordinary cultivator with four feet.

The former average yield under old methods, was 40 to 50 bushels.

All the North Carolina Congressmen except Gudgeer either voted or were paired against the pension steal Gudgeer.

Cures Blood, Skin Diseases, Eczema, Greatest Blood Purifier Free.

Is your blood impure, thin, diseased, hot or full of humors, if you have blood poison, cancer, carbuncles, eating sores, scrofula, eczema, itching, rising and bumps, swelling or suppurating sores, scabby, pimply skin, ulcers bone pains, catarrh, rheumatism, or any blood or skin disease, take Botanic Blood Balm (B. B. B.) Soon all sores heal, aches and pains stop and the blood is made pure and rich. Druggists or by express \$1. per large bottle. Sample free by writing Blood Balm Co., Atlanta, Ga. B. B. B. is especially advised for chronic, deep-seated cases of blood or skin diseases, as it cures after all else fails. Sold by Moser & Lutz.