THE GREAT SOUTHERN STAPLE

A Discussion of the Growth, Baling and Marketing of Cotton—Different Sizes of Bales—History of the Plant Back to 1500 Years Before Christ.

Agricultural Talks in Gastonia Gazette.

Five tons of stalks yield one ton of bark, which is carried to a decorticator, which grinds up the stalks and roots and extracts the fibre. One ton of bark gives 1,500 lbs. of fibre, which costs to extracts 1¼ cents per lb. This fibre makes bagging of fair quality. We will not discuss the ginning. We will now argue the

BALING OF COTTON

The United States Government standard bale is 54x27 inches—54 long, 27 wide,— and is intended to contain 500 pounds of lint cotton. Some bales have less, some more, but the Government always estitmates a 400 pound bale at 500 pounds and a 600 pound at 500 pounds.

While the size of the bale is so great that it has to be rolled about by steel hooks, the bagging is of such a coarse material that the dust and rains penetrate it, and the covering is torn off more or less by the rough handling. More or less cotton falls off and is lost or wasted. The bale has grown from 300 lbs to the bale in 1793 to 500 pounds to the bale in 1800.

The Egyptian bale, shipped to the United States from Cairo and Alexandria, Egypt, weighs 700 pounds. The Indian bales, shipped from Bombay and Calcutta to the United States, weighs less than the others, 392 pounds to the bale. The Persian bale, shipped from Constantinople to this country, weighs 224 pounds. The American bale is bound with six steel ties and buckles. The Egyptian bale has 12 steel ties and buckles. The Indian bale has the same and the Persian has four ropes tied in a knot.

The bagging and ties add 25 pounds to the weight of the bale. A bale having 20 pounds of bagging and five pounds of "old worn out steel ties" on it sells at the same price per pound. In Liverpool 6 per cent is deducted from bales on account of the bagging and ties. That is 24 pounds are are dedcuted from a 400 pound bale, and 30 pounds from a 500 pound bale.

The American bale is the clumsiest, dirtiest, and most expensive and wasteful package which cotton is put up in. It has no friends, either among manufactures, buyers, shippers or insurers.

The Bensonette system deserves mention, as it is trying to remedy the above evils.

THE BENSONETTE, OR ROUND BALE SYSTEM.

The Bensonette press is a self feeding device, which receives the lint as it comes from the condenser upon a large smooth spool between two heavy rollers. The friction of the rollers rotate the spool, and winds the lint upon it so tight as to press out nearly all the air, and to form the roll into a package of 15 pounds to the foot (cubic). The pressure exerted is 25,000 pounds to the bale against 5,000,000 by the compress. In the compress sudden blow of tremendous force acts upon the entire bale and drives the mass of cotton which stood 54 inches high to 7 inches. It reduces a 54 inch bale 47 inches by the 5 million pound pressure exerted. When the pressure in the compress is taken off, the elasticity of the fibre cause the bale to swell up again to a thickness of 27 inches. In the round bale, the bale is entirely covered by a thick cloth, and the ends are capped and fastened by a hoop. No ties are used. The bale holds its shape without them.

The round bales are practically fire proof—a good advantages. In Waco, Texas, the inventor, on Nov. 16, 1894, in the presence of a number of insurance men made a test. A hole was cut and the match applied, the lint blazed up and then went out. The covering was ripped off the bale and a rich pine knot torch applied with the same result. The bale was unrolled and again the fire went out, The air is so completely pressed out of the bale or lint that it does not support combustion.

COTTON OIL.

The first cotton seed oil was made in China, the chinese grinding the seed for their oxen. The first cotton oil manufactured in America was made in New Orleans in 1847 and it cost the manufacturer $12,000 an ounce (cose of the plant expenses machinery etc). Oil mills and oil mill products will not be discussed.

MARKETING THE LINT.

After the cotton is baled the next step in to place it upon the market. The transaction with the manufacturer on the cotton mill is very satisfactory. The daily paper informs both parties as to the price. The farmer brings his cotton to market Several buyers bid on it, and the purcharers settles at the bank.

CONCLUSION.

Only such informations is given in these articles as is deemed to belong to the agricultural side of the question. We consider how vast are the interests involved in the cotton industry, and find much more can be accomplished. We realize the total inadequacy of the efforts thus far put forth to solve the perplexing problems that confront the cotton planter.

Wonderful results have been accomplished in the choosing of fruits and vegetables; but two of our great staples, cotton and wheat have been neglected. Corn has been crossed, hybridand pollinated until it has degenerated, that is, it is going back to first principles or will "run out," as the farmer says. Corn must be brought back to a standard and kept there.

Much remains to be done in improving cotton. This plant, by cultivation, has been brought from a perennial to an annual.

In studying the history of this plant the writer went back 1200 years Before Christ, and traced it down to the present day. In 1500 B. C we find that India was the centre of cotton industry. In 1708, we find that cotton was first planted in North Carolina, [Lawson's N. C. History, page 142.] In 1722 Charlesvont found "wool growing on trees in the valley of the Mississippi." The first planter who attempted cotton culture on a large scale was Nicholas Turnbull, who resided 3 miles from village, Savannah, Ga., where he died.

The first attempt in South Carolina was in 1788, 137,500 lbs of cotton wool was shipped to England that year from South Carolina.

NOTE.

Joseph Watking not Eli Whitney invented the cotton gin in 1790. Whitney stole Watking's patent. The first cotton gin was run by water-power on the farm of James Kincaid, near Montecello, S. C., in 1795. The first cotton mill was erected near Statesburg, S. C., in 1798 using water power. It possessed all the features of present day mills—carding, spinning and weaving This plant was exhibited in its entirety at the Atlanta Exposition in 1892.

Of botanical varities there are 166 sea-island and 10 up-land. Of agricultural varieties there are 49. In many cases the records of some of them have been very defective, and it has been impossible to secure accurate data. Of course the origin of many of the varities has been lost in obscurity. The most frequent methods by which varieties originate are: 1, Selection of individual plants for the new stock; 2, saving of seed from the earliest maturing bolls, and 3, changing the name—a very simple process. Every farmer who grows cotton in Gaston has noticed the great difference to be seen among plants in his field, though the seed all come from the same source. The plants will vary in height, vigor of stalks, length and direction of limbs and arrangement of bolls on the stalks; and any of these characteristics may be perpetuated by saving the seed produced by such plants, and growing them in a field to themselves to prevent cross fertilization. In giving causes or new varieties we forgot to mention the fourth cause—cross fertilization. Cross fertilization is botanically this: One side of the unopened flower is split lengthwise, and the stamens removed; the next day the pistil will be ready to receive pollen from another plant; with a camel hair brush take the pollen from the plant selected, carry it to the one ready to be cross fertilized, dust the pollen upon the treated flower of the one which is desired to use in making the cross. By far, the largest majority of the names of varieties in cultivation are synonyms of other names. Changes of name are commonly made by using the name of the person originating the variety, or from whom seed is purchased—thus giving a "new name" to an "old variety."

It is needless here to say, I have availed myself of all the writings of the best and most eminent agricultural authors I could obtain, and whatever has struck me as important in cotton history I have endeavored to incorporate in this work. This collection of "Topics" on cotton will now close.

Who Will be Next Mayor of Monroe?

Read through this advertisement and then see if you can't spot him. A mayor is the representative of a town, just as our goods in quantity and in quality is the representative of best goods and lowest prices in this city. We will quote you the very lowest prices from now till the 10th day of May next. We will offer you especialy good bargains on Flour, Meat, Sugar, Molasses, Coffee, Mill Stuff, Corn, etc. etc. There are letters in the above ad. that will spell the next mayor's name. Come to our store and we will explain. Yours,

Hill & Bivens.

SUPPRESSING A MUTINY

.....By C. B. Lewis

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The brig Mary Ann Jones had been sailing between Providence and the West Indies for a good many years when Captain Jones died. His wife, after whom the brig was named, had always sailed with him, and she could take a trick at the wheel, work out an observation or take charge of the craft as well as a first mate. Jed Parsons had been Captain Jones' first mate for five years, and when death overtook the shipmaster Jed naturally expected that the widow would settle down ashore and ask him to go as captain. In this he was sadly disappointed.

"I don't care to stop ashore," explained the widow, "and there's no reason why I shouldn't go as captain of the Mary Ann."

"Nobody ever heard of a woman being captain of a ship," replied Jed. "It appears ag'in natur'. It's like a man tryin' to sew carpet rags and make pumpkin pies."

"Don't you worry about that, Jed Parsons. You are a purty smart feller, as I'll admit, but there's folks just as smart, and I'm one of 'em."

Jed didn't refuse to go along as first mate, but he carried a solemn face while the brig was loading and was free with his predictions that the Mary Ann Jones would never enter a home port again. When she was ready to sail, he went around and ostentatiously

"I WANT TO MARRY YOU AND BECOME CAPTAIN OF THE MARY ANN."

bade everybody and everything a last farewell, and he called at the postoffice to say:

"Uncle Ben, if any letters come for me you can make pipe lights of 'em, for I shall never see old Providence ag'in."

"Goin' to be drowned this trip?" asked the old postmaster.

"I'm sure to be, with all the rest. Can't no widder woman on the face of this earth sail a ship over six minutes without sendin' her to the bottom of the sea!"

"'Pears that way to me," mused Uncle Ben, "but I dunno. Cap'n Jones' widder is a purty smart woman—a purty smart woman. She may be able to dodge through by the skin of her teeth. However, I'll bid you good-by and hope to meet you in heaven."

The Widow Jones was not yet forty years old and in the best of health. When the voyage began she stood watch and watch with the mate, and when the brig reached a port in the West Indies Jed Parsons had to admit that her seamanship had been as good as his own. While Jed admitted this much to himself, he carried the idea to others that nothing but an overruling providence had kept the Mary Ann afloat on the voyage out, and that she must certainly go to the bottom on the run home. Much to his surprise, the brig reached her home port without the slightest mishap.

"So you got back alive after all?" queried Uncle Ben as Jed entered the postoffice looking rather shamefaced.

"Yes, Uncle Ben, I have," replied the mate. "I've heard about the Lord sparin' certain people to do certain work on earth, and I guess that's my case."

"Shoo! Shoo!" continued Uncle Ben. "The Widder Jones knows how to sail that brig as well as her husband did. Your nose is out of j'int because you didn't get to be captain. However, if you can't be captain one way why don't you try t'other?"

"How d'you mean?"

"If you marry the widder, you'll marry the brig at the same time, won't you? Some folks can't see through a hole in a grindstun."

That evening Jed Parsons put on his Sunday vest and made a call at the widow's house.

"Goin' to turn preacher, Jed?" she asked as she looked him over.

"No, ma'am, I ain't," he replied. "I'm lookin' for a wife."

"Well, I hain't got no girls hidden away here."

"I didn't s'pose you had. I've come to ask you."

"If you've come to ask me, I shall say 'No.' What do I want to marry you or any other man for?"

"To get a husband," soberly replied Jed.

"Don't you worry yourself. I hain't advertisin' for a husband."

"But I'm goin' to be captain of the Mary Ann, and you can bank on that."

"Not while I live, Jed Parsons. I'm purty busy this evenin', and you'd better take yourself off."

So Jed took himself off, and in due time the brig finished loading for Honduras and put to sea. Luck attended her again—that is, Jed called it seamanship during his watches and luck during the widow's, and he'd have given a month's wages had the craft lost one of her masts while he was asleep in his watch below. Nothing happened, however, and the pair had said farewell to the last barge of her cargo. When she was ready to begin taking on, the widow came out of the cabin one morning to find the mate hanging on the quarter deck, and the crew loafing about forward.

"Jed, what's the meaning of this?" she demanded as she looked around.

"Mutiny, ma'am," he briefly replied.

"Mutiny about what?"

"Lots of things. As there hain't a widder to the head bizness for two or three I don't see how we are to get out of this for a month of Sundays."

"What's this I hear about mutiny?" asked the widow as she stood forward among the sailors. "Will Parsons, you've been sailing on the Mary Ann for four years. Speak up and tell me what's the trouble."

"It's the old, old story, ma'am," replied Parsons. "We shrivels by the mutiny."

"You served by him in what?"

"Mutiny. That's us shrivels by him. Bet-ter ask him, ma'am."

"Jed Parsons, will you explain?" asked Mrs. Captain Jones as she went forward.

"I will, ma'am. I want to marry you and become captain of the Mary Ann."

"But I reckon you only have one vote, Mister Jed."

"Yes, ma'am, but I didn't have any notion to look for no more. Looks as if I'd have to go ashore and let the crowd marry on if this brig is ever to sail into Providence harbor ag'in."

"It's a good mind to—to stand on and let the old brig sink at her anchors."

"Mutiny is a terrible thing—a terrible thing," replied Jed as he looked as solemn as possible.

"Yes, I know, but I'd not stand it. If it wasn't that I wanted to get loaded as soon as possible and get back to market with the logwood, I'd keep right on sailin' on."

"Jed, are you in earnest?"

"As it is, we'll go ashore in the yawl and see the consul, and if he thinks this mutiny can't be suppressed in any other way—"

The consul thought it couldn't, and the Mary Ann had a new captain on the homeward run.

Freaks of Figures.

Some person of a mathematical turn of mind has discovered that the multiplication of 987654321 (which, you will observe, are simply the figures 1 to 9, inclusive, reversed) by 45 gives 44,444,444,445. Reversing the order of the digits and multiplying 123456789 by 45 we get a result equally curious—viz, 5,555,555,505. If we take 123456789 as the multiplicand and, interchanging the figures in 45 so as to make them read 54, use the last number as a multiplier, the result will be 6,666,666,606. Returning to the multiplicand 987654321 and taking 54 as the multiplier again, the result will be 53,333,333,334, all 3's except the first and last figures, which together read 54 the multiplier. Taking the same multiplicand and 27, the half of 54, as the multiplier, the product is 26,666,666,667, all 6's except the first and last figures, which together read 27—the multiplier. Now interchanging the order of the figures 27 and using 72 instead as a multiplier and 987654321 as the multiplicand we get as a product 71,111,111,112, all 1's except the first and last figures, which together read 72—the multiplier.

The Sun's Distance.

In order to calculate the linear velocity of the earth in its orbit we must first know its distance from the sun. If we can measure the earth's velocity, the sun's distance can be computed. If the velocity can be determined with great accuracy, the resulting value of the sun's distance is proportionately precise. The methods of spectroscopy have been so far improved that we are within measurable distance of determining the solar parallax by spectroscopic observations. If any star near the sun be observed with the spectroscope at the two seasons when its longitude differs from that of the sun by 90 degrees, we can deduce not only the velocity of the star, but also the mean velocity of the earth in its orbit. Spectroscope observations of stellar velocity in the line of sight are now so good that the value of the solar distance which may be had on the principle described is at least of the same order of accuracy as values derived from older methods.—Evangelist.

Edge Making Aluminium.

The most surprising property of aluminium is its newly discovered power of giving a fine, razorlike edge to steel cutlery. Magnified a thousand times, the knife edge produced on the ordinary whetstone appears rough and jagged, while that yielded by the aluminium sharpener is straight and smooth.

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IN EFFECT NOVEMBER 23, 1902.

SOUTHWARD		Daily No. 31	Daily No. 37
Lv New York, P R R,		12 55pm	12 10am
Lv Philadelphia, P R R,		3 29pm	7 20am
Lv Baltimore,	"	5 45pm	9 34am
Lv Washington,	"	7 09pm	10 41am
Lv Richmond, S A L Ry,		10 35pm	2 15pm
Lv Petersburg,	"	11 30pm	3 03pm
Lv Norlina,	"	1 55am	5 18pm
Lv Henderson,	"	2 28am	5 41pm
Lv Raleigh,	"	4 12am	6 58pm
Lv Southern Pines,	"	6 16am	8 50pm
Lv Hamlet,	"	7 15am	9 45pm
Lv Columbia, ‡	"	10 25am	12 30pm
Ar Savannah,	"	2 55pm	4 55am
Ar Jacksonville,	"	7 00pm	9 15am
Ar St Augustine,	"	.....	11 20pm
Ar Tampa,	"	6 45am	6 00pm
		No. 35.	No. 41
Lv New York, N Y P & N, †		7 50am	8 55pm
Lv Philadelphia,	"	10 16am	11 21pm
Lv New York, O D S S Co †		3 00pm	.....
Lv Baltimore, B S P Co		.....	† 6 30pm
Lv Washton, N & W S B,		.....	6 30pm
Lv Portsmouth, S A L Ry,		9 05pm	9 25am
Lv Weldon,	"	11 45am	11 55pm
Lv Norlina,	"	1 55am	1 25pm
Lv Henderson,	"	2 28am	2 02pm
Lv Raleigh,	"	4 15am	3 45pm
Lv Southern Pines,	"	6 16am	6 18pm
Lv Hamlet,	"	7 40am	9 43pm
Lv Wilmington,	"	.....	3 20pm
Ar Charlotte,	"	10 35am	10 35pm
Lv Chester,	"	10 30am	12 51am
Lv Greenwood,	"	12 37am	3 35am
Lv Athens,	"	3 32am	5 58am
Ar Atlanta, ‡	"	6 00pm	7 35am
Ar Augusta, C & W C,		5 40pm	.....
Ar Macon, C of Ga,		7 30pm	11 55am
Ar Montgom'ry, A & W P,		9 20pm	6 25pm
Ar Mobile, L & N,		2 55am	.....
Ar New Orleans, L & N,		7 25am	.....
Ar Nashville, N C & St L,		1 20am	6 55pm
Ar Memphis,	"	4 15pm	8 10am

NORTHWARD.		Daily No 32	Daily No 38
Lv Memphis, N C & St L,		12 45pm	8 00pm
Lv Nashville,	"	9 30pm	9 30am
Lv New Orleans, L & N,		8 10pm	.....
Lv Mobile,	"	12 40am	.....
Lv Montgom'ry, A & W P,		6 45 am	1 00pm
Lv Macon, C of Ga,		8 00am	4 30pm
Lv Augusta, C & W C,		10 05am	.....
Lv Atlanta, ‡ S A L Ry,		12 00n'n	8 00pm
Ar Athens,	"	2 57pm	11 23pm
Ar Greenwood,	"	5 15pm	1 56pm
Ar Chester,	"	7 17pm	4 15am
Lv Charlotte,	"	7 37pm	5 01am
Lv Wilmington,	"	3 25pm	.....
Lv Hamlet,	"	10 40pm	7 50am
Lv Southern Pines,	"	11 39pm	8 44am
Lv Raleigh,	"	1 35am	11 15am
Lv Henderson,	"	3 05am	12 30pm
Lv Norlina,	"	3 50am	1 45pm
Lv Weldon,	"	5 00am	3 00pm
Ar Portsmouth,	"	7 15am	5 35pm
Ar Washington, N & W S B,		.....	6 55am
Ar Baltimore, B S P Co,		.....	† 6 30am
Ar New York, O D S S Co,		.....	† 5 00pm
Ar Phila'phia, N Y P & N, †		5 46pm	5 10am
Ar New York,	"	8 15pm	8 00am
		No 34	No. 66
Lv Tampa, S A L Ry,		8 00pm	8 00am
Lv St Augustine,	"	7 46am	5 50pm
Lv Jacksonville,	"	9 30am	7 50pm
Lv Savannah,	"	1 46pm	12 10pm
Lv Columbia, §	"	7 05pm	5 30am
Lv Hamlet,	"	10 40pm	8 40am
Lv Southern Pines,	"	11 39pm	9 56am
Lv Raleigh,	"	1 35am	11 50am
Lv Henderson,	"	3 05am	1 10pm
Lv Norlina,	"	3 45am	1 55pm
Lv Petersburg,	"	5 55am	4 07pm
Lv Richmond,	"	6 35am	4 50pm
Ar Washington, P R R,		10 10am	8 26pm
Ar Baltimore,	"	11 25am	11 25pm
Ar Philadelphia,	"	1 36pm	2 56am
Ar New York,	"	4 15pm	6 30am

Note—† Daily Except Sunday. ‡ Central Time. § Eastern Time.

S. W. FARHAM, Agent, Monroe, N. C.

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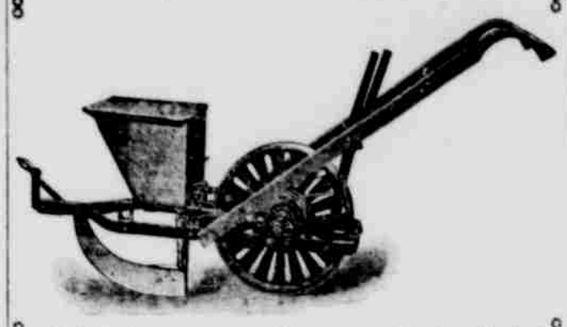

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MONROE, N. C.

Calls answered in day from English Drug Store; at night from room over English Drug Store, phone 98. Office over post office; phone 98.

H. D. Stewart, M. D.,

MONROE, N. C.

Calls promptly answered in day from Houston's Drug Store; at night from residence on College Street.

Office in Fitzgerald Building.

Office hours 11 to 12, A. M. Phone 141.

JOHN P. MONROE, M. D.,

MONROE, N. C.

Day calls answered from Houston's drug store and office, 'phone 229. Night from Commercial Hotel, 'phone 230.

W. B. HOUSTON,

SURGEON DENTIST,

Office up stairs, Fitzgerald Building, Northwest of Courthouse, Monroe, N. C.

R. B. Redwine. A. M. Stack

REDWINE & STACK,

Attorneys-at-Law,

MONROE, N. C.

Practice in all the State and Federal Courts. Will manage estates for Executors, Administrators and Guardians for reasonable pay; and will foreclose mortgages and negotiate loans, without expense to Mortgagees and Money Lenders, when practicable.

Offices—Northwestern rooms, first floor, Courthouse.

DR. B. C. REDFEARN,

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Charges reasonable Satisfaction guaranteed. Office over English Drug Co's.

MONROE, N. C.

Will be at Marshville, N. C., on first and third Mondays of each month, and at Matthews on second and fourth Mondays. Phone 232

Notice of Administration.

Having this day duly qualified before the Clerk of the Superior Court of Union county, N. C., as administrator of John E. Morgan, deceased, all persons holding claims against said estate are hereby notified to present the same to the undersigned administrator on or before the 15th day of March, 1904, or this notice will be pleaded in bar of their right of recovery.

All persons indebted to said estate are notified to make prompt payment and save cost.

This the 6th day of March, 1903.

W. G. LONG, Admr. of John E Morgan, deceased. Redwine & Stack, Attys.