

"LITTLE ITALY ORCHARD"
A One-Acre Farm Owned By An Italian In Moore County.
 (Charlotte Observer)
 One reason why North Carolina has not been getting rich at a more rapid rate is that there is too much land in proportion to the population. The people try to cultivate too many acres indifferently, while if they would concentrate their efforts on fewer acres to more thorough cultivation, there would be better results. Better five acres well cultivated than 10 acres merely scratched. It is a fact that Europe could make a living on the ground that was occupied by rail fences in the United States. The difference between

small farms well-tilled and the prodigality of land in this country is illustrated in a story carried by The Moore County News, this week, in connection with the enterprise of an Italian named Montesanti, who came to that section direct from Naples, and who bought a "peach orchard" of one acre. For an Italian schooled in the use of a bit of land for a big production, an acre of ground is big territory. Montesanti called this orchard "Little Italy," and while the Pinehurst people were disposed to laugh at his conceit, he laughed at his prospect. Montesanti has been seeding the product of his acre orchard to the New York market, labeled "Little Italy Orchard," and to use his own expression, "when de Italian see 'Little Italy' on de box, da buy ma peach and pay six-seven dollar a crate for Italian peach." The Moore County News is parading the feat of showing that "a little thing well cared for is as helpful as a bigger one not so well handled."

If people would cultivate land like the people of European countries are accustomed to work it, our State would jump to the head of the list of all agricultural products and would easily stay there.

—King George has entered his racing yacht in thirty British Regattas this summer. On July 16 and 18, the royal yacht Britannia will race Sir Thomas Lipton's Shamrock at the Harwich regatta. The Britannia will not participate in any foreign regattas.

POSSIBLE TO HEAR SHADOW

Experiments With Selenium Have Proved Truth of Assertion Made by Scientists Years Ago.

We have all heard of the proverbial pin to be heard dropping, and the silence which could be felt, but Dr. Graham Bell made a statement on May 17, 1878, that he could "hear a shadow" (by interrupting the action of light upon selenium), says the Scientific American.

Prof. Willoughby Smith carried out this idea and soon heard the sound produced by the action of a ray of light upon a bar of selenium in connection with a telephone.

The experiment excited great interest at the time because the telephone and phonograph were in their infancy. How was it done? A series of flashes of light were let fall on selenium, causing intervals of light and darkness. The strength of the current continually varied, and if the flashes succeeded each other quickly enough, and with sufficient regularity, a musical note was heard by a person listening at the telephone. Moreover, by placing a small mirror where light may be reflected upon a distant selenium cell, aided by lenses suitably arranged, Prof. Graham Bell was able to obtain articulate sounds at about 700 feet.

Selenium was not much known in 1873, when it was discussed at the Royal Society, in London. It is a rare element, somewhat resembling sulphur. In its vitreous state it is a poor conductor of electricity, but in its crystalline state it is a very good one, and when exposed to light the electric resistance is a great deal diminished.

WORTHY OF HIGHEST HONOR

Trailmaker, Whether in Physical or Intellectual Lines, Has Immense Responsibilities.

To be a worthy trailmaker one must see in imagination the thousands who will follow the path he has the temerity to mark out. Sympathy for them will affect every rod of his work. He must be quick to note the points where there may be confusion on the part of the climber. No one can miss a path cut through heavy underbrush. But out in the open forest or on long stretches of treeless ledges he must take particular pains. Trees must be blazed, footpaths made certain. Cairns of stones must be placed like well-marked signposts. A trailmaker must have it on his conscience that even a single traveler might fail because of his failure to make the path certain. If this is true of one who essays to make a mountain trail, how much greater the responsibility on him who undertakes to blaze the way into those higher ranges of human activity. Honor to those who made their way across the uncharted seas or trackless wastes, but still more honor to those who have dared to lead out into the unknown regions of mind and heart along every line of intellectual and spiritual achievement.—Henry Woodward Hulbert.

First Steel Engraving.

Frenchmen, Italians and Germans all claim the honor of having invented the art of engraving. Certain it is that Bowdler of Paris was the first to turn out creditable engravings on glass in 1779. But as early as 1460 the Italian Maso Finiguerra exhibited engravings on copper. Duerer, in Germany (1317-1428), and Lucas Van Leyden, in Holland (1497), made tremendous strides in wood engraving, but it remained for America to invent steel engraving.

About 1814 Messrs. Perkins and Heath of Philadelphia introduced the process of engraving on soft steel, hardened afterward.

The Mezzotint process is a German invention. Col. von Slegen, in 1643, produced the first really artistic work of this description in a portrait of Princess Amelie of Hesse.

Sponge Not Vegetable.

Sponges were long thought to be vegetables, but they are now known to be animals. Their appearance when they come to the market is so unlike that of the living sponge that it is quite to be expected that seeing it only in use one would hardly suspect its origin. The sponge grows mostly at the bottom of the sea on rocks to which it is fixed by a kind of root. It is made up of a jellylike substance and a framework of tough fibers. This framework is really the skeleton of the sponge; it is the sponge of commerce. The skeleton is covered with a jelly-like substance and is sticky when taken out of the water. They are usually buried in the dry sand for a time until the jelly part decays. They are then put in wire cages into the sea until they are washed clean.—San Francisco Chronicle.

—The entire town of Nicola, British Columbia—courthouse, post office, stores and residences—was purchased by a South African capitalist who intends to convert it into a model English village. A village green will replace the business section and model farms will be laid out on the twenty thousand acres surrounding it. The "Iron Hindenburg," a great wooden statue of the German field Marshal, is offered for sale as firewood. It was erected with the idea of covering it with a coating of nails. A small charge was made for war charities for the privilege of driving each nail.

—A former sailor and lumberjack, a student of the University of Washington in the engineering department of the Federal board of vocational training, has established a new record in the army's alpha intelligence test, with a perfect score of 212 points in 13 minutes. The best previous score was 207 points in 17 minutes, made by a Yale professor.



"WHAT A CHANGE YOU'LL SAY"

You may have had some thoughts of discarding that old suit of yours because it has lost its shape or had become spotted, or some other little thing was wrong with it. Before you do so, send it to us and we'll show you how it is possible at a small outlay to save your suit for another season of good wear. We've done it thousands of times and we'll do it for you.

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Druggist and Seedmen

Ford THE UNIVERSAL CAR ANNOUNCEMENT

Mr. Edsel B. Ford, Pres. of the Ford Motor Co., gives out the following statement:

"Another reduction has been made in the list price of all types of Ford cars and the Ford truck to take effect immediately. The list prices, f. o. b. Detroit, are now as follows:

- TOURING CAR\$415.00
- RUNABOUT\$370.00
- COUPE\$695.00
- SEDAN\$760.00
- CHASSIS\$345.00
- TRUCK-CHASSIS\$495.00
- TRACTOR\$625.00

"The big reductions last fall were made in anticipation of low material costs which we are now getting the benefit of, and this fact together with increased manufacturing efficiency and the unprecedented demand for Ford cars, particularly during the past three months permitting maximum production, have made another price reduction possible immediately.

"Ford business for April and May 1921 was greater by 56,633 cars and trucks than for the same two months in 1920; in fact, the demand has been even greater than the supply, so that our output has been limited, not by unfilled orders, but by manufacturing facilities.

"During May we produced 101,424 Ford cars and trucks for sale in the United States alone—the biggest month in the history of our company—and our factories and assembly plants are now working on a 4,000 car daily schedule for June.

The Fordson tractor is still being sold at less than the cost to produce on account of the recent big price reductions, and it is impossible, therefore, to make any further cut in the price of the tractor."

Can you afford to go without a car any longer when Fords are selling at these new low prices? There is no reason now why you should delay purchasing a Ford car, Ford truck, or Fordson tractor.

We will gladly advise you concerning the delivery of a Fordson tractor or the particular type of car in which you are interested. Just 'phone us or drop us a card.

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