

ou must know what a com- he is to me in present re- nent. He is well supplied with ipments. Two sets have been t to him from England, one m the ladies of Baltimore, and e was made for him in Rich- ond; but I think his favorite the American saddle from St.ouis."

Traveler was of Gray Eagle ock and was born near the Blue lphur Springs, now in West rginia, in April, 18557. As a lt he won, in 1859 and 1860, un- r the name of Jeff Davis, the rst prize at the Greenbrier fair, hgh honor in that land of good orses. He was sixteen hands igh, weighed eleven hundred and ifty pounds, and was unusually trong. His walk was springy and e had a bold carriage, holding is head up well. He was very entle, but was also very brave nd spirited. He loved a battle, nd at the Second Manassas he grew so spirited that, jumping suddenly, he hurt both of Lee's hands, breaking a bone in one. Lee was in an ambulance for a time and never again held the reins in the usual way. Traveler and Lee were devoted to each other and were separated only by death. Lee, mounted on him, was a familiar figure in Virginia from 1862 to 1870, and the picture of them is familiar to the world today. Lee sat erect in his saddle with his weight on the stirrups, and the movements of his body were in perfect unison with those of the horse under him. Captain Gordon McCabe, the famous Virginia teacher, said that Traveler, when Lee was riding him, "always stepped as if conscious that he bore a king upon his back."

At the age of sixty-three General Lee, while president of Washington College (now known as Washington & Lee University) died in Lexington, Virginia, on the anniversary of the discovery of America by Christopher Columbus, October 12, 1870.

It was the custom of General Lee when the day's work was done to ride on Traveler. That iron-gray horse was a privileged character. He was allowed to roam at will about the grounds of the President's house, wherever the grass was greenest and freshest. Toward this old companion in battle Lee was more demonstrative than he was with men. Usually when he entered the gate he would leave the walk, and caress Traveler's head for a moment before passing on to the house. He permitted no one but himself to take him to the blacksmith to be shod, and on these occasions he would say to the smith, "Have patience with Traveler; he was made nervous by the bursting of bombs around him during the war."

Traveller outlived General Lee. On account of his age he became unfit for service and was made a pensioner by the Lee family, and allowed to roam at will about the yard. During the last days of his life he became subject to fits. He would moan and groan and greatly disturb the Lees and near neighbors. It was a custom of the neighbors at such times to assemble at the Lees' stable to do what they could to make Traveller comfortable and to alleviate his suffering. On the last day of his life he had one of these terrible fits, and as usual the neighbors congregated to assist in any way possible. In the crowd this day was a man who said to those near, "I have a feather bed in my home; if you fellows will join me, we will go up and bring it down and make Traveller more comfortable." This was done, the bed placed in Traveler's stable, he was rolled on it, and that night he died on a feather bed.

Italy has a raw material shortage.

What's What About Social Security

QUESTION: What are the requirements for obtaining unemployment compensation under the North Carolina Unemployment Compensation law?

ANSWER: The first requirement is that the person who seeks to receive unemployment compensation benefits must have been employed in an occupation covered by that law. Second, upon losing his job, he must register with the employment service for another job. If, after waiting the required number of weeks, which in North Carolina is three weeks, he has not been able to find a suitable job, he will receive unemployment compensation for a limited number of weeks.

Q: I was 65 years old on December 18, and had a Social Security card, but haven't received my check yet. How do I go about getting what is due me under the Social Security Act?

A: You should get in touch with your Social Security Board Field Office, give them all the information you can regarding your Social Security record, and make a formal claim for your old-age insurance. The amount you will receive will be 3 1-2 per cent of your total wages in covered employment since December 31, 1936, and the time you attained 65 years of age, which in your case was December 17. After the Social Security Board has determined, from the wage record kept under your Social Security account number, the amount due you, certification of your claim will be made to the Treasury Department. Your check will then be mailed to you from the Treasury of the United States.

Q: If my employer doesn't report my Social Security taxes, will I be able to collect my old-age insurance upon reaching 65 years of age, or if I should die would my estate be able to collect it under these circumstances?

A: The amount which will be paid you under the old-age insurance provisions of the Social Security Act does not depend on the amount of taxes collected from you or paid by your employer under Title VIII. of the Social Security Act. The amount you re-

ceive will depend on the total wages earned in covered employment after December 31, 1936, and before you become 65 years of age, or die. But the employer who does not obey the law and report the amount of wages paid each employee, puts his employees at a disadvantage because the Social Security Board will not have a record of those wages when it comes time to compute the amount the Board should pay each worker under the old-age insurance provisions of the law.

WIREWORMS DAMAGE IRISH POTATO CROP

Wireworms are dealing North Carolina's early Irish potato crop a heavier blow with each passing year, declares J. O. Rowell, extension entomologist at State College.

In the past little emphasis has been laid on control measures, but it now appears that immediate steps must be taken to combat this insect menace.

A large number of market potatoes failed to grade No. 1 last year because of wireworm attacks. The true wire-worm, which is the larval or worm stage of the click beetle, is the spud's deadliest insect enemy.

Since wireworms commonly infest sod land, potatoes often suffer severely when planted on recently broken ground. Such leguminous crops as clover, alfalfa, field peas, and soybeans are not susceptible to attack. Therefore, potatoes may be planted with a reasonable degree of safety on new land following a three or four year rotation of wire worm immune crops.

Many crops such as corn, cotton, and sweet potatoes are susceptible to attack by this insect pest. When these crops follow Irish potatoes on the same land, it appears that the only means of reducing wire-

worm infestation in such fields is clean cultivation from October thru the first of January.

In Eastern counties where soil erosion is not a serious problem, the ground should be turned as soon as the crop is harvested or at least by the latter part of October.

In the Piedmont area there is little that can be recommended as a cultural control. It is the usual practice in this section to follow a rotation which includes small grain or corn following potatoes.

ACCIDENT TOLL HIGH

Although there were in 1937 fewer deaths from accidents than in 1936, the number was entirely too high. According to figures compiled by the Metropolitan Life Insurance Co., 104,000 persons met accidental deaths last year. Of these 40,000 were killed in motor accidents, which is an increase of about 2,000 over the year before. Hundreds were killed in the Mississippi Valley floods; 294 children met death when the New London school in Texas was wrecked by an explosion; many more were killed by accidents in their own homes.

HIGHWAY DEPT. INSPECTS CROSSINGS

Employees of the federal highway department are in Zebulon this week inspecting railroad crossings and deciding whether underpasses, overpasses, or other changes are needed for greater measures of safety for the public. That every possible safeguard is necessary at all crossings is constantly being proven by the numerous accidents that occur at such places. Zebulon's crossings demand no underpasses, nor overpasses, and are not even on the U. S. highways; but much caution should be used as one approaches the tracks.

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