

LOVE

By Obediah Frasier

To love one's neighbor or fellow-man as we love ourselves is nothing less than to do unto them as we would have them do to us. There came a neighbor's mule and horse to my home once and I found out who they belonged to and I knew that he didn't know where they were, so I didn't hesitate. I took them home to their owner and he seemed pleased very much. I had a puppy to stray away from home once, and a neighbor boy saw the pup, knowing who it belonged to, he picked it up and brought it to me, and I was pleased ever so much. Little deeds of kindness cause one's heart to overflow with love. I have two seventeen-months-old hounds that were in a deer chase Aug. 13th, from the meadows to somewhere north of Roxboro. They are gone. I guess they are at someone's house or some one may have them tied. One is a light red male hound, being somewhat dark around the mouth, and answers to the name of Jake. The other is a deep red female, and answers to the name of Leona. Jessie Lunsford had a large male hound that was in the chase. He is what you would call a yellow or cream colored, with some white about his feet, neck, and forehead. He answers to the name of Rouser. If these dogs are at any one's home and you will just write me a postal card at Timberlake, N. C., R. 1, you will be following the golden rule. Just a notice is all I ask, for I would come and get them at once and I wouldn't hardly forget you for the kind act. If any disinterested person knows of any one having a dog by these descriptions that have taken up at their home if he will let me know it I will be real glad.

I had the privilege of being up at Moore's mill near Rougemont, some time ago, and according to my turn out of bread I received it seems that the golden rule is in full effect up there. I won't flatter Bro. Rainey Bowen, but I am bound to say from the depths of my heart that there is a brother that any Christian can't help but love, and him being the miller, if you will carry him some good grain he will make you good bread and a good turn out and send you home pleased.

Love. What a wonderful word! Greater love hath no man than this that a man lay down his life for a friend. That is exactly what Christ has done for us. That ought to

convince any one of the love that the Lord has for us, but there are many who ignore the love that Christ has for them and continue on in sin. They remind me of some girls I know of. They may be going with some boy friend who cares a good deal for them, but they seem to think that they can slight him as they please and then think that he ought to run them down to talk to them. Now, boys have feelings that can be hurt as well as girls, and if every boy thought as I do and if every girl were like some I know of then there would be an overproduction of old maids and bachelors.

The word love. How precious it is. It is true that Christ loves us, but He don't run any one down to save them against their will. We have free choice. Now don't you think we ought to love Him who loves us so great that He freely laid down His life for us? Love is the fulfillment of the law. The two greatest commandment is to love the Lord thy God with all thy heart, soul, strength and mind. And the next greatest is, like unto it, to love thy neighbor as thyself. Let us treat everybody as we would have them to treat us. Love is the theme. Love is supreme. God is love.

TRENCH SILO IS A FEED SAVER

The farmer who gets the most out of his fodder turns it into silage, becomes an old truth with a new meaning as many farmers face a discouraging shortage of winter feed. Hay crops of all kinds are much below normal; in some states a complete failure. Much land counted on for winter hay must be pastured for summer feed. Even with good rains for the remainder of the summer, there will be a feed shortage in some states. In view of the necessity of conserving every bit of feed, the United States department of agriculture points out the east with which trench silos may be constructed. There are merely large trenches dug in the ground with the ends on an incline so that a team or tractor can be driven through as practically all the construction work is done with team or tractor power. The side walls are finished smooth and nearly perpendicular with a spade so that the trench is narrower at the bottom than at the top. The walls should be smoothed every year, preferably when they are not too wet. Or they can be dampened, if necessary. The width

depth and particularly the length vary with the number of animals to be fed. The low cost of trench silos practically puts them within the reach of any farmer who has time to dig one.

Selecting of a site with good drainage is important. Perhaps it may be in the field where the silage is produced, rather than in the barnyard. A soil which is too sandy or one in which the water table is too high is not satisfactory for a trench silo. An objection against trench silos is the accumulation of water when there is a heavy winter rainfall. If the trench can be located so that the lower end opens on a slope, drainage is simple.

Because trench silos are not very deep, the silage does not pack much by its own weight, and it should be tramped during or after filling. This can be done by men animals, or with a tractor. The silage keeps best if covered with straw and then with several inches of earth—enough to make a rounded top to shed water.

Trench silos are emptied by beginning at one end and working toward the other rather than from top to bottom as in the case of silos above ground. If one end of the trench is sloping, a cart wagon or truck can be backed in to make removal easier.

These storage pits for winter feed can be made to take care of almost any number of animals. Because of its shallow depth the average weight of silage per cubic foot is less in the trench silo than in the upright silo. If allowance is made for spoilage a storage of 60 to 75 cubic feet or more will be required to obtain a ton of silage for feeding.

SINCLAIR SWINGS EAST

When Upton Sinclair announced that he was leaving California, where he captured the Democratic nomination for Governor, to see President Roosevelt the dispatches from Hyde Park announced that "politics would be banned" in the discussion. Sinclair planned to stay with the President one hour but at the urgent request of the latter he stayed double that time. Nothing was "banned."

Next day he was in Washington at the luncheon table of the National Press Club. In the spacious banquet hall every seat was occupied and the overflow filled the galleries. "Newspaper cynicism" was the opening attitude of most of the men of the press and their guests. Before

Sinclair finished his talk and the answering of questions the great newspaper throngs had accepted his plan rather seriously. The writer of this paragraph challenged the positive declaration of one of the guests "that Sinclair would be defeated" and we bet plug nickels on the Sinclair election. I happened to have read all about the Hyde Park conference and my friend had talked with a National committeeman of one of the old political parties. But when Sinclair finished he said he thought he would lose his bet, and I hope he is now saving up to pay it.

The point is that the so-called EPIC plan has a great human appeal, and those in the East, including the President and the most skeptical newspaper group in the World have concluded that there is plenty to think about, most seriously in the experiments that Upton Sinclair proposes to the people of California.

Sinclair has propounded a new political philosophy. It is interesting to hear it explained, and to read about it. The destiny of the philosophy and its philosopher-founder will be decided by the people of the great state of California.

DEAD HELD FOR RANSOM

A gruesome fiction story in a national magazine has caused the American Medical Association to ask the Louisiana State Medical Society to investigate charges that the bodies of those who die in a charity hospital in that state are held for ransom by relatives or friends.

The story, which appeared in the current issue of "Great Detective" Magazine, was written by a Shreveport newspaper man, based upon facts which seemed to him so horrible and incredible that he decided to make his expose through fiction rather than through a fact article. His story, entitled "Exploiters of the Dead," told of collusion between a charity hospital and a local undertaker, by which the bodies of patients dying in the hospital were turned over to the undertaker and by him held as hostages for exorbitant funeral fees. If these fees were not paid the bodies were buried in Potter's Field.

Anticipating that even in fiction full credit in the National Capital form his story might impress the editor as wildly improbable, the au-

thor showed his manuscript to two reputable physicians who wrote to the magazine editor that although the story might sound inhumane and unreasonable it was based upon actual facts. They expressed the hope that the publication of the story might start an investigation which would stop the heartless practices it described.

Upon receipt of this letter William Levine, publisher of "Great Detective" Magazine, sent a copy of the story to the American Medical Association, with the result here described.

A MILLION CARS IN SIX YEARS

The automobile manufacturers are reporting increased sales this year and with increased sales is coming increased revenue for the federal government; thus the automobile is taking the American public on tours over new highways of optimism.

The motor car industry is given full credit in the National Capital for leading the way in business. One newsworthy fact is that Walter

P. Chrysler has just built his millionth Plymouth, setting a new all-time record. It was not until 1928 that Plymouth was launched. Its development is considered more remarkable because it was made during the lean depression years. No other manufacturer ever manufactured his first million cars in less than nine years. And the first million of all makes took from 1900 to 1912 to construct. Chrysler has made Plymouth a definite factor in the low price field by building his million in six years.

Officials of the company give credit for the remarkable rise of Plymouth to the engineering features of the car that meet the public demand afforded by all-steel bodies and hydraulic brakes and also the easy riding qualities attained through floating power engine mounting and individual front wheel springs.

Washington observers are impressed by the fact that no other car in the low-price field has all four of these advantages.

Uncle Sam's weather forecasters are right 85 to 95 percent of the time, according to records.

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