

# The Franklin Press.

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## SUPREME COURT JUSTICE IS DEAD

**Chief Justice of North Carolina Died Last Monday Morning, After Illness of Only a Few Hours.**

Raleigh, N. C., May 19.—Walter Clark, Chief Justice of the Supreme Court of North Carolina, died at his home here at 8 o'clock this morning. He was stricken yesterday morning with what is believed to have been an attack of apoplexy.

Judge Clark was taken suddenly ill shortly after he had prepared to attend church services yesterday. His physician advised him to rest quietly at home. Two hours later he sank into unconsciousness from which he had not rallied early today. He steadily grew weaker as yesterday passed but at 1 o'clock this morning was reported holding his own, though unconscious. Later, he sank again and died at 8 o'clock of apoplexy.

Judge Clark had served as a judge in superior and supreme court for thirty-eight years.

## Save Best Small Grain For Seed Next Fall

Raleigh, N. C., May 19.—The yield and quantity of the oat, rye and wheat crop next winter will depend largely upon the quality of the seed saved this spring. At the present time no county in North Carolina is producing sufficient good small grain seed to supply its local demands.

"This means," says Dr. R. Y. Winters, Plant Breeding Agronomist of the North Carolina State College of Agriculture, "that we are either planting inferior seed or purchasing seed from outside of the State. The results of several years' careful study indicates that home-grown seed are best. The home-grown seed wheat has yielded nearly four bushels per acre more than the same variety brought in from further north.

"During the past season fall-sown oats were badly killed. This means that good seed oats will likely be scarce this fall. Every effort should be used to save for seed all fields that escaped the cold and are from sufficiently good stock to warrant their use for seed purposes. In some sections where oats have failed there will be considerable increase in barley because of its resistance to cold. In certain sections of the Piedmont region barley has already become popular as a grain feed for cattle. The quality of barley seed generally used in the State is poor and efforts should be made this summer and early fall to secure better strains.

"A large quantity of Abruzzi rye was brought into the State last fall. Those who secured good quality southern-grown Abruzzi are pleased with the results. A large number have been disappointed because the seed purchased were not true Abruzzi. Those who have secured seed from reliable sources and have a good crop should make every effort to save seed at least for their own plantings."

Dr. Winters states that this is a good time to go over small grain fields that are to be harvested for seed purposes and weed out all mixtures of other grains or weeds. It is easier to take out these mixtures now, he thinks, than to wait until after the crop is threshed. If certain portions of the field are badly mixed with other grain or weeds, just cut this portion for hay or leave it out of the lot to be saved for seed. Mixed seed are difficult to sell except for grazing purposes, and such seed bring a much smaller price than pure, well cleaned seed.

## Cream Shippers Meeting.

All farmers who are shipping cream or expect to start within the next few months are asked to meet at the Court House on Saturday, May 24th, at 3:00 P. M., for the purpose of organizing a Dairy Association, making better arrangements for shipping cream, discussing plans for building a creamery, and talking over feed and other problems.

We expect to have Mr. F. R. Farnham and other dairy specialists with us for this meeting. Come and bring your neighbor.

## ADVERTISING TO GO FROM ROADS

**Automobile Clubs and Advertisers Co-Operate To Remove Billboards from Our Main Highways.**

That the advertising sign at the side of the road may prove a detriment to the thing advertised instead of promoting sales, is being more and more recognized by large users of billboard space. It is being brought home to advertisers that road users hotly resent the blatant sign covering up a beautiful vista or profaning a lovely landscape.

Co-operation in sign removal has had unexpected impetus from the Standard Oil Co., on the Pacific Coast, which has decided to eliminate certain objectionable signs from the highways.

"Convinced that highway advertising signs detract from the natural beauty of the great routes of travel of the Pacific Coast," says an official of Standard Oil, "this company has decided that it will erect no more such signs and that it will immediately remove all of its signs of this nature now standing. Hereafter the company will confine the use of signs to commercial locations. This company was among the first of the oil concerns to engage in this form of advertising and is now glad to be the first to discontinue it."

Nearly 1,200 large, round permanent signs in California, Oregon, Washington, Nevada, and Arizona are consigned to the axe by a general order.

Ute Pass, near Colorado Springs, has for long been defaced with a large number of signs. Recently the Colorado Automobile Club, which is deeply interested in the work of beautifying highways, removed more than one thousand signs from the pass. At the same time the club ordered ten thousand trees to be planted in nurseries and later used to embellish the roads leading to Colorado Springs.

Among the many large billboard users in the East who have declared their intention to aid in the beautifying of highways by the elimination of signs, are such well-known firms as Kelly Springfield Tire Co., Pillsbury Flour Mills Co., Washburn-Crosby Co., Champion Spark Plug Co., B. F. Goodrich Rubber Co., Sun Oil Co., Hood Rubber Co., Ajax Rubber Co., Ward Baking Co., Dodge Brothers, Gulf Refining Co., Texas Co., and the Fleischmann Co.

## POULTRY SALE.

Wednesday, June 4th, is the date set for the next poultry sale.

Do not make the mistake of selling your good early pullets. With proper care they will lay the high priced eggs next fall and winter. They will go broody earlier in the spring, making it possible to get fryers on the early market when the price is high. The late hatched pullet seldom lays before spring and does not go broody in time to get fryers on the market before summer when the price is low.

Be sure to have your poultry as fat as possible. Try feeding on a batter made of sour milk, corn meal, and shorts. Feed three times each day, giving all they will clean up in thirty minutes. Do not allow any more exercise than possible.

Now is a good time to sell the cull hens. The hatching season should be about over. So sell or eat the old roosters and raise or buy better ones for next year. Produce infertile eggs the rest of the year. They are worth more because they keep longer.

## Ad Infinitum.

Patient (calling on family doctor): "Doctor, my son has scarlet fever, and the worst part about it is that he admits he got it from kissing the house maid."

Doctor (soothingly): "Young people will do thoughtless things."

Patient: "But don't you see, doctor, to be plain with you, I've kissed that girl myself."

Doctor: "By Jove, that's too bad."

Patient: "And to make matters worse, as I kissed my wife every morning and night, I'm afraid that she, too—"

Doctor (wildly): "Good heavens! I, too, will have it!"—Exchange.

## The Thermoscope



## SIX ARE KILLED IN TRAIN WRECK

**Five Men and One Woman Are Killed in Collision of Two Seaboard Trains at Apex, N. C.**

Raleigh, N. C., May 19.—Five men and one woman were dead today, one was at a Raleigh hospital believed to be fatally injured and six others were less seriously injured as a result of a head-on collision between two trains on the Seaboard Air Line railroad near Apex, 16 miles from Raleigh, yesterday afternoon. One white man was numbered among the dead, the balance being negroes.

The wreck occurred when No. 44, local between Hamlet and Raleigh, crashed into an express standing in the yards at Apex, all of the dead being on the local train.

All of the dead were in the first passenger coach behind the baggage car. So badly smashed was the coach when the baggage car was catapulted through it that the bodies were only recovered after several hours had been spent in moving the fragments of the wooden coach. They were for the most part horribly dismembered and very nearly unrecognizable.

## Tarheel Cow Breaks Record.

**Forsyth Jersey Wins Both Gold and Silver Medals.**

Winston-Salem, N. C., May 9.—Reynolda's Oxford Susie, 471367, recently completed an excellent test. She produced, with calf, 703.17 lbs. of fat and 12910 lbs. of milk in 365 days at 3 yrs., 3 mos. and has been awarded a Gold Medal and a Silver Medal by the American Jersey Cattle Club, reports J. A. Arey, dairy extension specialist for the State College of Agriculture.

This record wins for Oxford Susie a Gold and a Silver medal. In addition to this it establishes her as champion junior three year old Jersey cow of North Carolina, superseding Peur's College Farm Krisy 466988, that held this record with 477.03 lbs. of butter-fat.

Susie was tested at two years and two months when she won a silver medal by producing 491.42 lbs. of butter-fat, and dropping a living calf within fourteen months of previous calving.

Her sire is Exile Oxford Jolly 147974, a bull with four daughters in the Register of Merit.

The dam of the new champion is Sans Alois Bee 321092, who is the daughter of Sans Alois 81012. Sans Alois has eighteen daughters and two sons in the Register of Merit.

The new champion is owned by Reynolda, Inc., of Reynolda, N. C.

## Might Help.

"Money makes the mare go."  
"I wish that mare knew I am betting \$20 on her."—Exchange.

## SOLDIER BONUS BILL IS PASSED

**Bill Giving World War Veterans Insurance Is Finally Passed Over the Veto of President Coolidge.**

Washington, D. C., May 19.—The soldiers' bonus bill has finally become the law of the land.

The measure, which has been the subject of a fight between Congress and two successive Presidents, was re-passed today by the Senate over President Coolidge's veto by a vote of 59 to 26.

This was a margin of two votes more than the necessary two-thirds majority as compared with the 52 votes there were to spare when the veto was over-ridden in the House last Saturday.

President Coolidge made a futile last minute effort to have his veto sustained in the Senate, calling to the White House for a breakfast conference seven Republican Senators. Four of these who previously had voted for the bill cast their ballots in support of the executive.

## Saw Three Assassinations.

Here is the amazing experience of Robert T. Lincoln, son of President Lincoln, and now in his 81st year. He related it recently to a friend, and so far as I know it has never before been published.

Young Lincoln was in the army and stationed in Virginia when he received an order to report at Washington. He got into the theatre just in time to see his father receive the fatal wound.

Years later Mr. Lincoln was secretary of war under President Garfield. The President asked him to meet him at the station, and he reached there just as Garfield was assassinated.

During Mr. McKinley's administration Mr. Lincoln received an invitation to attend the formal opening of the Pan-American Exposition at Buffalo, and, accompanied by his family, got there just in time to see the President shot by Czolgosz.

A friend happened to be with Mr. Lincoln when he received an invitation to attend a Presidential dinner at Washington a few years ago. He said in effect: "If they only knew, they wouldn't want me there!" Then he told of his unhappy experience.

## Notice to Members of The Board of Trade

Members of the Board of Trade who have not yet paid all or part of their respective membership fees are requested to do so at once. Otherwise we can do no newspaper advertising. Without this money the Board of Trade will cease to function about August 1, 1924.

## DAY OF NARROW ROAD HAS GONE

**Modern Practice Shows Importance of Ample Right of Way for Widening to Care for Traffic.**

Don't build the road narrow. But however it is built, have a right of way ample enough to provide for widening in the future. On these two hang all the law and the profits of modern road building!

An expensive fault of the narrow road is the concentration of traffic. Wheels moving constantly over the same places produce parallel lines of excessive wear. To prevent rapid disintegration of a single track road a heavier foundation and surface is needed than is required for a wider road.

Substantial shoulders at the sides on which the passing traffic may turn out are also necessary, as otherwise the wheels of vehicles turning cut to pass will quickly wear ruts at the edges. In these water collects, to penetrate beneath the foundation, with disastrous results. A narrow road with soft earth shoulders is dangerous to motor traffic in slippery weather.

To build the heavier foundation and surface needed to bear the concentration of traffic on a narrow road, and the substantial shoulders at the sides, requires as much money as to build a wider road. On a wide road, traffic is scattered, and wear is distributed. With a paved surface sufficiently wide for two lines of rapidly moving vehicles to pass in safety, the necessity for artificial shoulders is eliminated. To build a narrow road, thin and without shoulders, means a loss of the entire investment in a comparatively short time.

A narrow right of way requires drainage ditches close to the travel. With no shoulder between paved surface and ditch the chances of serious accident are largely increased. All drainage ditches tend to become deeper, so that the danger to traffic becomes constantly greater.

Before any program for beautification of highways is undertaken, some assurance that the rights of way are wide enough to accommodate future traffic should be had.

Motor vehicle traffic will increase as the mileage of hard roads increases. A general extension in the width of wearing surfaces will call for wider rights of way. To obtain wider rights of way now means an ultimate saving of a large sum of money and will prevent many future difficulties.

## Wide Use of Telegraph In Weather Reporting

The Federal Weather Service, as it was then called, began in 1871 to receive weather reports by telegraph on which to base weather maps and forecasts. There were at that time only 55 stations sending in telegraphic reports. They were all in the United States, and all but 7 of them were east of the Mississippi River. At the present time the maps and forecasts issued by the Weather Bureau of the United States Department of Agriculture are made from reports received from 332 stations by electric telegraph and cable lines, and by radio transmission from ships at sea. These stations are distributed over widely separated parts of the globe. They include the Asiatic coast and the Philippines in the Far East, Canada, the islands of the Pacific, Alaska, the West Indies, and a northwestern Europe.

## Couldn't Be Expected To Get Same Results

Theodore Roosevelt's sudden burst into the limelight in connection with the oil inquiries, brings to mind the fact that as a youngster he showed many of the traits of his illustrious daddy. For one thing, he was a real boy.

Family friends recall a morning at Oyster Bay when Teddy, Jr., came to breakfast with a dirty face.

"Why, Teddy," exclaimed his mother, "you didn't wash your face this morning."

"Oh, yes I did," maintained the boy. "Well, it doesn't look as it does when I wash it."

"No wonder! If I rubbed as hard as you do, I'd push myself over."—Los Angeles Times.