

# LAND AUCTION SALE

2000 acres

Subdivided into Small Tracts

996 acres

## WEDNESDAY, OCTOBER 10, 10-30 A. M.

NEAR DUNN. Sale takes place on the Premises. Band Concert. Free Prizes.

### The Large J. D. BARNES FARM has been Subdivided

Part of land is located 6 miles west of Dunn and 3 miles of Duke, just off the Dunn-Linden Road, formerly known as the Ed Smith land. 996 acres under high state of cultivation; 20 tenant houses, 1 cotton gin outfit, 1 saw mill, all necessary barns and stables. Soil chocolate loam with good subsoil. Average yield 1918, 75 bushels corn to acre, over bale cotton to acre. Colored farmers will be permitted to purchase this valuable property. They are invited to attend this sale.

TERMS OF SALE 15 per cent cash, 10 per cent on November 15th, and the remainder in one, two, three, four, five, six and seven years with six per cent interest on the deferred payments.

For information see Mr. R. L. GODWIN, DUNN, N. C.

High Real Estate & Trust Company, Selling Agents, Raleigh, N. C.

## PRINCE ALBERT

*the national joy smoke*

**YOU** can't help cutting loose joy's remarks every time you flush your smokepot with Prince Albert—it hits you so fair and square. It's a scuttle full of jimmy pipe and cigarette makin' sunshine and as satisfying as it is delightful every hour of the twenty-four!

It's never too late to hop into the Prince Albert pleasure-pasture! For, P. A. is trigger-ready to give you more tobacco fun than you ever had in your smokecareer. That's because it has the quality.

Quick as you know Prince Albert you'll write it down that P. A. did not bite your tongue or parch your throat. And, it never will! For, our exclusive patented process cuts out bite and parch. Try it for what ails your tongue!

*Tippy red lips, sticky red tins, handsome pound and half pound tin holders—each that class, practical pound crystal glass humidor with sponge maintenance top that keeps the tobacco in each perfect condition.*

R. J. Reynolds Tobacco Company, Winston-Salem, N. C.

the Pacific, up the coast of California, Oregon and Washington to the Canadian border, and then eastward to the tip of Maine and down to the Atlantic once more.

Considering the magnitude of the crop production of the United States of the present day, it is regarded as indeed fortunate that there are so many miles of good roads for the hauling to market. In fact, there is little doubt that the increased mileage of usable highways has proved a vital factor in increasing crop production and enhancing the nation's wealth, as a statistic testify.

The various commonwealths simply floundered when good roads were considered. Some were progressive, the majority indifferent. It was evident that federal aid and supervision were necessary to convince the people. The first chapter in the successful story of good roads construction was written in 1912 when Congress voted an appropriation of \$300,000 for experimental purposes. This was expended in worth while demonstrations, and so successful were they that in 1916 little effort was required to get a bill through Congress for an appropriation of \$75,000,000, to be expended in five years, together with \$1,000,000 a year for roads in national parks and forest reserves.

**Additional Appropriations**  
This sum was augmented this year, however, by a supplemental appropriation of \$200,000,000 for the States and \$3,000,000 annually for the parks and forests, carrying the work to 1921. This was a grand total of \$275,000,000 for the general work, and \$19,000,000 for the forests.

But this appropriation has not been entirely expended. Up to August 31, 1919, the 15,069 miles of road planned, under way or actually constructed, had cost but \$173,078,788, of which the Federal Government had contributed \$70,715,748. Although the plan was to have the Federal Government contribute dollar for dollar with the States, this is not always done as the United States cannot expend more than \$20,000 a mile. In many cases states have desired road improvement in particularly unfavorable localities. In these instances the states have gladly paid the excess costs of construction. This accounts for the discrepancy in the figures cited.

The pioneers of the good roads movement naturally are pleased with the success of their persistent crusade, and are not backward in awarding President Wilson and his Democratic colleagues the credit for the achievement.

Washington, Sept. 30.—At the time of Bulgaria's collapse last year, Marshal Foch told Secretary Baker the war could be won by April 1, 1919, with the aid of 45 American divisions, of which 42 were then in France, Mr. Baker today told the House Military Committee. Before that allied military leaders expected the war to continue possibly into 1920 and thought possibly 100 American divisions would be needed, he said. Great Britain had agreed to furnish shipping for such a force. Mr. Baker's statement was in answer to a request for cablegrams showing the extent of plans for American participation. He said cablegrams would not disclose this, as the discussions were oral for the most part.

## CLEAN OUT SALE

We have on hand over stock which was left from the old 5 and 10 Cent Store, which we want to get rid of. We are marking these goods down below cost and will sell at a very low price. Come in and investigate for yourself.

We also have on hand a beautiful line of ready-to-wear dresses, skirts, georgette and voile waists.

DON'T FAIL TO COME IN AND GIVE US A TRIAL

Yours for Business,

## McCALL & COMPANY

113 East Broad Street

DUNN, N. C.

## FALL STYLES SHOWN

at

## GOLDSTEIN'S

The biggest, best and most varied stock of men's, women's and children's wear we have ever carried is now ready for your inspection.

## THE GOLDSTEIN COMPANY

Dunn's Best Store

### ROADS FEDERAL AID

comfort and the waste of many millions of dollars. The latter item included graft, poor construction and the loss to the farmers and others who use the highways for the transportation of merchandise to market. Foreign visitors could not understand American apathy, seeing the importance of the business involved, and having a distinct recollection of the wonderful highways of Europe.

But the American is learning—and quickly. The work started by the Wilson administration in 1916 has been such a speaking, paying success that there is little doubt that Senator Sheppard's bill will pass Congress, and that \$400,000,000 will be expended in further improvements from 1921 to 1924.

The distance across the United States is approximately 3,500 miles.

In three years, with the Federal Government putting up practically dollar for dollar with the states, 15,069 miles of perfect roadway have been constructed, or projects have been approved and will be carried out prior to 1921 in every commonwealth of this nation. This means there were built enough roadway to span the nation between oceans four times, with something left over for a detour into Canada.

**Large Mileage Built.**  
These 15,069 miles of roads—constructed up to August 31, 1919—would nearly encompass the boundary lines of the United States, running down the Atlantic coast from where New Brunswick adjoins Maine, around the Florida peninsula, along the Gulf of Mexico to the Rio Grande river, along the Mexican border to

the Pacific, up the coast of California, Oregon and Washington to the Canadian border, and then eastward to the tip of Maine and down to the Atlantic once more.