

### Local Notes.

#### BEULAVILLE LOCAL, No. 2168.

Dear Editor:—We have been organized about fifteen months and have forty members in good standing. We are ordering our supplies through wholesale houses and are doing a good business. Old Duplin is lacking in organization, although it is growing stronger every day. How glad I would be to see the time when every farmer of intelligence would join the Farmers' Union to better his condition. The thing that we must do is to co-operate and stand together in sickness or in wealth. Farmers, let me ask you as a brother to stick to the Farmers' Union and encourage men of moral character to join your Local. Wishing the Union and paper much success.

WALTER M. WILKINS,  
Secretary-Treasurer.

#### FAIR VIEW (TENN.), No. 1295.

Dear Editor:—As you permitted me space for a short letter in your valuable columns some time ago, will ask the same favor again. I am always glad to receive the paper and read the letters from the different locals and learn how the brother farmers are progressing along the lines of co-operation. I realize that The Carolina Union Farmer will be a great help to our newly organized members of Greene County who are all eager to learn from any experienced brother. We are buying many articles through the Union, such as fertilizer, wire, sugar, salt, etc. We hope to have a warehouse soon for the purpose of handling most all articles that the farmer needs. A great many of the best men in the county are coming in the Union, men who are financially able to do something. They are the ones that make a Union strong and we are glad to see them getting in line, for we know it means something. Our worthy County President, John A. Stanton, in our last meeting appointed a committee to investigate and locate a suitable site for a warehouse or storage house and report at the next county meeting which will be on Saturday, April 26. The money will be raised by members taking shares—\$10 per share. Each Local is to report the number of shares they desire to take at the next county meeting. Any member can take as many shares as he likes and I am quite sure the members will be very liberal in taking them.

Best wishes to the editor and all readers of The Carolina Union Farmer.

JAMES M. FARNSWORTH,  
Greenville, Tenn.

#### HAWKINGVILLE, No. 1543.

Dear Editor:—If you will give me space I will tell you about our Local. We have fifty-five members, and we are getting along nicely. Mr. C. E. Lee, our Local Agent, has contracted for our fertilizer and has already ordered and sold to the locals about nine carloads and is taking orders every meeting for one or more carloads, and we find it a great saving to us. I hope it will cause the members of our Local to start other business of importance. It has become chronic with our farmers to think that they are not able to come together and start a business of their own. They never stop to think that they are bearing the burdens of making others rich and supporting all the trusts and combines of the world. Dear farmers, have you ever thought of the many thousand Jews and others who come to this country and start with a peddler's pack worth about thirty or forty dollars? In a few years they are able to start a big

business and have a large bank account. Stop and think who they made it out of. Did they make it out of the merchants and money power, or did they make it out of the farmers? With all this staring us in the face, we say we can't help ourselves. It seems as if our farmers are willing and able to make every one rich who comes along, but when they are asked to come together and start a business for themselves, their plea is that they are not able, and yet they are able to bear the expenses of others to make them rich and support a trust against themselves.

J. D. SWAIN,  
Vice-President.

#### OAKDALE LOCAL, No. 1003.

Dear Editor:—Our Local has twenty-one members and we took in two more at our last meeting. We are running on full time and under a full head. We have made up our order for guano and have sent it in. We are all buying the material and making the guano to suit our taste and judgment. We are learning to attend to our own business and to buy our guano, sugar, oils and whatever we need. We are also learning to sell to advantage and find that we can get better prices by co-operating and shipping our things to a better market. Our members are beginning to see that there is something in the co-operating plan and that it means money in their pockets. As soon as they all see this, they will take hold like a lion and hold fast. Then there will be something doing.

W. L. HUDSON.

#### CHARITY LOCAL, No. 194.

Dear Editor:—It is a difficult matter to convince some farmers as to their needs, but they all should agree that the warehouse system should be encouraged by all members of the Farmers' Union. They ought to co-operate in buying and selling through the same channel. I have heard it said that the State Business Agency was not a success. Why? Because the people did not patronize his work, but bought goods elsewhere. This was a mistake. If every Local Union in the State would buy through the trade system, I believe that in less than five years the membership would increase to double the number we have to-day. Farmers should insist that their guano be bought through the trade system. If your County Business Agent gets fertilizer branded anything but Farmers' Union, it is your duty to write to Mr. H. P. Brown, of Salisbury. If his prices are higher, buy of him any way and you will come out better in the end. If you cannot see how this can be, send postage and I will tell you. Our State officials are working hard to help us, and it is our duty to stand pat and help them.

C. L. STARNES.

Hickory, N. C., R. 2.

#### HERTFORD COUNTY.

Dear Editor:—I want to be allowed to report for Hertford County Farmers' Educational and Co-operative Union. To start with, this is a small county and one whole township in the county hasn't a Farmers' Union man in it. I wrote to three prominent farmers to let me take our district organizer and come in their territory and set up a Local and I was informed that I had written to the wrong man, and one was sick and one was silent. Two of the Locals set up in the county by Brother Swanson have gone under, but the rest are alive. Our county is now on a boom and the co-operative spirit is catching. The brethren have built a nice warehouse and put a live man

in it as manager, and we are doing business. We have a paid in capital of nearly \$4,000. Some of the good men have not taken stock in this enterprise, but there are enough to make it a live wire.

Now, the task before us is to get our Farmers' Union members to co-operate in buying and selling; to protect their interests and to educate themselves into economic living and farming.

There never was a time when the farmer had a better opportunity or better possibilities than he has to-day. As soon as they will act, think and work together, they will have things going their way. We cannot afford to pull down any industry and we must encourage every enterprise that is for the uplift of our county. But we must have an equal chance, and the only way to get it is to co-operate. To succeed, we must stand together. We learned the lesson too late that divided we cannot demand the respect that should come to us as a class.

I am glad to report that the Farmers' Union has brought some things to pass. The business of farming is coming to her own.

J. H. EVANS,  
Harrellsville, N. C.

#### NOTICE, WAKE COUNTY MEETING.

The regular monthly meeting of the Wake County Division of the Farmers' Educational and Co-operative Union of America will be held in the library room of the Masonic Temple, Raleigh, April 11th, at 11 o'clock a. m. All Locals are requested to send delegates, as much important business will come up for discussion.

J. M. TEMPLETON, President.  
W. L. BAGWELL, Secretary.

It takes from seven to nine months for a capon to develop its excellence. Those weighing six pounds command earliest sale, but nine to ten pound birds bring best prices. Caponizing is performed when the birds are about two to three months old—before the comb develops.

The market poulturer finds uniformity one of the greatest characteristics in pure bred poultry. There is more attraction in a coop of chickens all alike in size and color, than in a promiscuous lot, and they sell more readily. But we place no stock in the theory that the pure breeds give us a better quality of flesh; that is a matter of food and care. A mongrel properly fed will have better flavored meat than a pure bred improperly fed.

Anxiety is the poison of human life.—Blair.

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#### TO FARMERS' LOCALS

Brother Farmers will you buy our CABBAGE PLANTS from dealers, brokers and others who never see the plants but get a rake-off at your expense or will you buy from farmers like yourselves who have been growing plants and truck for 30 years—grow their own plants and sell them to you at 75 cents per thousand. 2 thousand \$1.40. Large lots on application. WAKEFIELD or SUCCESSION, Frost Proof.

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If the law becomes generally effective, that cold storage and preserved eggs must be labelled and sold as such, there will be little if any damage done the poultry business. In that case they will not compete with the fresh egg market, and the latter will naturally get a better price. It is when the stored egg is allowed to compete with the fresh article that injustice is done to both the poultrymen and the buyer.

### NORFOLK SOUTHERN RAILROAD Route of the "NIGHT EXPRESS"

Travel via Raleigh (Union Station) and Norfolk Southern Railroad to and from all points in Eastern North Carolina Buffet, Parlor and Sleeping Cars between Raleigh and Norfolk.

Schedule in effect January 5, 1913. N. B.—The following schedule figures are published as information ONLY and are not guaranteed:

#### TRAINS LEAVE RALEIGH—

9:00 p. m. Daily—"Night Express," Pullman Sleeping Car for Norfolk  
6:00 a. m. Daily—For Wilson, Washington, and Norfolk—Broiler Parlor Car Service between Raleigh and Norfolk.  
6:00 a. m.—Daily, except Sunday—For New Bern via Chocowinity. Parlor Car Service.  
2:50 p. m.—Daily, except Sunday—For Washington.

#### TRAINS ARRIVE RALEIGH—

7:25 a. m. Daily—11:15 a. m. daily, except Sunday, and 7:50 p. m. daily. Buffet Parlor Car Service on 7:50 p. m. train from Norfolk.

#### TRAINS LEAVE GOLDSBORO—

10:25 a. m. Daily—For Beaufort and Norman Sleeping Car for Norfolk via New Bern.  
6:55 a. m. Daily—For Beaufort and Norfolk. Parlor Car between Washington and Norfolk.  
3:00 p. m. Daily—For New Bern, Oriental and Beaufort. Parlor Car Service.  
For further information and reservation of Pullman Sleeping Car space, apply to W. Upchurch, General Agent, or Ralph Duffer, City Ticket Agent, Yarbrough Hotel Building, Raleigh, N. C.  
E. D. KYLE, Traffic Manager. W. W. CROXTON, Gen'l Pass. Agent. NORFOLK, VA.

### Southern Railway PREMIER CARRIER OF THE SOUTH

#### SCHEDULE OF TRAINS FROM RALEIGH.

N. B.—The following schedule figures are published only as information and are not guaranteed.

No. 21—8:35 a. m.—Through train for Asheville with Chair Car for Waynesville. Connects at Asheville with Carolina Special for Cincinnati and Chicago; also for Knoxville, Chattanooga, Memphis, and all Western points. Connects at Greensboro for all Northern and Eastern points.

No. 145—12:40 p. m.—For Durham, Oxford, Keyville, and Richmond. Connects at Richmond for Washington, Baltimore, Philadelphia, and New York.

No. 139—4:05 p. m.—For Greensboro, handles through Pullman Sleeping Car for Atlanta; arrives at Atlanta 5:25 a. m. Connecting at Greensboro for all Northern and Eastern points, also for Asheville and Western points. Makes connection in Atlanta for New Orleans, Birmingham, Memphis, and for Texas and California points.

No. 131—7:00 p. m.—For Greensboro makes connection with solid Pullman Car Train for Washington, Baltimore, Philadelphia, New York, and all other Northern and Eastern points. Also with through Pullman Tourist Car for New Orleans, El Paso, Los Angeles, and San Francisco, also with through train for Columbia, Savannah, and Jacksonville.

No. 111—2:30 a. m.—For Greensboro. Handles Pullman Sleeping Car for Winston-Salem, which is open for occupancy at Raleigh at 10:00 p. m. Makes connection for points North and East, also for Asheville, Memphis, St. Louis, and Western points; also connects with through Solid Pullman Car Train for Atlanta and New Orleans.

No. 112—4:30 a. m.—For Goldsboro; makes connection for Wilmington, New Bern, Morehead City; also connects with A. C. L. at Selma for points South and North.

No. 108—10:40 a. m.—Local Train for Selma and Goldsboro. New train service effective January 19, 1913.

No. 144—12:30 p. m.—For Selma and Goldsboro; makes connection at Selma with A. C. L. Railway, North and South; also at Goldsboro with A. C. L. and Norfolk Southern Railways.

No. 22—7:30 p. m.—For Selma and Goldsboro, through train with Chair Car from Asheville; makes connection at Selma with A. C. L. Railway North and South, and at Goldsboro with A. C. L. and Norfolk Southern Railways.

For detailed information, also for information concerning special round-trip rates account various special occasions and Pullman Sleeping Car reservations, ask any Southern Railway Agent, or communicate with the undersigned.

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