

## CORN AND POOR LAND.

### Why Do Farmers Persist in Wasting Their Time and Labor.

(Southern Planter.)

So much has been written and said concerning the growing of corn that one would think all the farmers of the South would be rolling vegetable matter into their soils with big plows running from eight inches to twelve inches deep. It has been proved, without a shadow of a doubt, that deep plowing in connection with large quantities of organic matter ensure the best crops of corn at the least expense per bushel in every community in the upper South. And yet in every community the majority of farmers are not preparing, in the above manner, for big, cheap corn crops, and the majority of them are not harvesting big corn crops, but are contenting themselves with five, ten, fifteen and twenty bushels per acre.

I very much doubt, if the low grounds be excluded, whether the Piedmont counties of Virginia and the Carolinas would average eight bushels of corn per acre; and every bushel of corn grown under these conditions costs not less than one dollar per bushel, saying nothing about rent of land.

This is a plain statement of facts that cannot be controverted, and I am sorry indeed that the facts are such as they are; for it is not, as I have hinted, a necessary condition. Almost every acre of land in this section, having a good clay subsoil, can be made to produce from thirty to seventy-five bushels of shelled corn, and this without expense that is beyond the reach of the average farmer of the section who owns his land.

It cannot be done in one year nor in two years. But within six years every man who will have his eye constantly on an average upland crop of fifty bushels per acre can reach that point without a great deal of outlay of cash. The drainage of the land, then the deep breaking and the vegetable matter will do the trick.

I was passing a field recently that the owner was having broke for corn, and one-half of the field couldn't by any possible means make a good crop because of being water-sogged. One week's work last winter, when the farmer was doing absolutely nothing, would have dug the ditches and hauled the poles to have thoroughly underdrained that piece; and then a crop of sixty bushels per acre would have been assured, while under the conditions as they are eight bushels per acre will be a big crop to expect. What corn this farmer grows in that field, simply because of lack of proper drainage, will cost him \$1.10 per bushel, while a week's work in January, at a cost of \$15, would have insured corn at seventeen to twenty cents per bushel, and the drainage work would have given results for ten years at least.

Then this man was plowing the upper portions of that field with a one-horse plow a depth of exactly 2 1/2 inches (I measured it when he wasn't looking), and under no conditions of weather can a man hope to produce, on stiff clay land, more than fifteen bushels of corn per acre with that depth of breaking; and he will be playing in the

## AN OLD NINE TO BE RE-WORKED.

The old Blue Ridge Mine formerly operated by the Blue Ridge Mining Company has been acquired by Mr. Alexander P. Bourne and as soon as new machinery can be bought and installed mining operations will be resumed on a rather large scale. The Nibelung Gold Mining Company is the name of the new firm that will develop this property which is said to be very valuable and rich in ore. Mr. George W. Jackson of Rutherford, Maine has been in the County now for more than a year, quietly prospecting around this mine and he is to be the new manager of this recently organized company. The fact that this property has been investigated thoroughly by an expert lends color to the belief that it is going to be a paying proposition and one that will mean much to Caldwell county.

This mining property is situated about half way between Lenoir and Morganton and is on route 3 from the latter place,

best of luck if he grows ten bushels. There is, in such soil, no place for corn roots to develop; for it is very seldom indeed that corn roots, in our stiff Piedmont clays, penetrate much deeper than the land is broken. And there is no possibility of holding moisture enough in two and one-half inches of soil to ensure a decent corn crop, even were the roots left undisturbed to penetrate every inch of the top soil for the entire season.

This, of course, is never done, for the corn must be worked; and in this case, with the one-horse plow that will cut every root, practically, that starts a cross (between) the rows. Only after the crop is laid by will the feeding roots secure any food from anywhere except in the little ridge on which the row is planted.

The Creator does wonderful things for the erring man on the land, but He will not change His laws of plant feeding, and we will do well to follow nature's hint and plant deep rooting plants on deep soils.

The writer has been noticing farm crops quite closely for thirty-five years, and has never yet seen a big crop of corn produced on land that was deficient in vegetable matter; and his general observation has been that the more well-rotted vegetable matter there was in the top fifteen inches of soil the larger the crop of corn produced.

The man who was plowing the piece of land herein mentioned has had opportunity for observing soil conditions more years than I have, and yet he was burning what little vegetable matter there was laying on the top of his land. He surely must be lacking in observation or else have a big grudge against himself, his family and his soil.

If these conditions could not be changed there would be no use in everlastingly harping on them. But they can be changed by any able-bodied man who has the will to exert himself, after having made a study of the growth and feeding of plants. Poverty is a handicap, but by no means an insurmountable obstacle.

The main thing is the understanding and the "will to do;" we already have the understanding; now let us acquire the "will to do," and ten years hence Piedmont farmers will have less reason to feel ashamed of the corn crops produced in their section.

A. L. FRENCH.

## MR. J. FRANK RABB PASSES.

### One of Lenoir's Substantial Business Men Succumbs After Short Illness.

Our community was greatly shocked Tuesday morning by the announcement that Mr. J. Frank Rabb had passed away at his home in the western part of town at 8 o'clock. For more than a week Mr. Rabb had been ill with a complication of diseases and his relatives, friends and neighbors had been very apprehensive of his condition and were not altogether unprepared for the sad message.

Mr. Frank Rabb was one of the most substantial business men to be found in the town of Lenoir. He was president of the Blue Ridge Mining Company and actively interested in other successful commercial businesses. Because of his business sagacity, sound judgment and discretion he accumulated considerable property, which he always gave liberally to any charitable or good cause. The deceased was a splendid citizen, honorable and just in his dealings, charitable in his views and sympathetic in his nature. As a member of the Lutheran church, he was ever faithful, loyal, devoted and generous.

He was a brave Confederate soldier, serving through the Civil War. At the time of his death the deceased was entering the 74th year of his age.

In 1861, Mr. Rabb was united in marriage to Miss Sarah Arndt and from this union ten children were born, six of whom still survive. The surviving members of the family are the wife, Mrs. Rabb and two sons, Mr. John Rabb of Texas, Mr. Logan E. Rabb, and Mesdames T. C. Wakefield, G. R. Boyd, J. Russell Powell and Miss Rhoda Rabb, all of Lenoir.

The funeral services were conducted from St. Stephen's church Wednesday morning at ten o'clock by the pastor, Rev. J. F. Deal. The character and popularity of the deceased were attested to be the large concourse of people present, and the beautiful and lovely floral offerings. The pall bearers were Messrs. J. H. Beall, J. C. Seagle, H. T. Newland, S. F. Puette, F. C. Curlee, J. G. Hall, P. P. Moore and F. H. Coffey. The body was laid to rest in Belleview Cemetery.

## Official Results Of The Town Election.

The final results of the town election on Monday show no change in the results as given in our columns when we went to press on Tuesday. Below we give the official vote as reported by the inspectors of election:

For Mayor; Mark Squires, 177. E. A. Poe, 27.

For Town Commissioners; Logan E. Rabb, 191, George F. Harper 188, Otis P. Lutz, 187, J. Harper Beall, 187, Jacob A. Bush Jr., 192, Ed. A. Abernethy, 188, E. D. Pulliam, 190. For Trustees Lenoir Graded School District; C. T. Squires, 197, V. H. Beach, 196, J. E. Deal, 197, J. M. Bernhardt, 174, W. B. Watson, 192, F. P. Moore, 22, J. W. Whisnant, 195, C. B. McNairy, 194.

Dr. McNairy and Mr. Whisnant were elected for a term of three years, Messrs. Bernhardt, Watson and Deal for a term of two years and Messrs. Squires and Beach for a term of one year. Mr. Moore was no candidate and the vote given him was only complimentary.

## SPLENDID SCHEDULES.

### Chair Car to be Run Between Raleigh and Lenoir by Way of Charlotte.

(Charlotte Observer.)

The best Summer schedules the Charlotte people have ever known have been arranged by the railroads, and it is to be hoped, arranged for good. It is worth while to again refer to the excellent run of the trains on the Seaboard. The outgoing morning and incoming afternoon trains for and from Raleigh are perhaps the greatest commercial convenience that road has yet placed at the service of the public. A connecting track is this week being laid at Lincolnton so that a chair car will be run through Charlotte between Raleigh and Lenoir. The new morning train for the west is the one that will please Charlotte most. By it, one can leave the city at 9:10 o'clock, after having gone over the morning mail, and connect at Lincolnton for Newton or Hickory, taking the mountain-bound train on the Western North Carolina road at either point. Or, one can go on to Bostic and there catch the train for Marion. At that point, one can catch the same train he could have caught at Newton or Hickory and go on to Asheville, or he can catch the train for Switzerland or Johnson City. By the route from Bostic to Marion, the traveler will get to see some of the prettiest mountain views in the State—views that are off the usual course of travel. The old routes by Interurban and by the Southern to Gastonia for the western connection, as well as the route by Statesville are still open, convenient as ever, but requiring an earlier start. Charlotte never before knew such all-around, good-fitting schedules and they will come into full appreciation during the season now at hand.

## That Forty Thousand.

(Charlotte Observer.)

The Observer has suggested that Governor Craig string out that \$40,000 Senator Simmons has secured from the Government for the building of a stretch of good road, between Charlotte and Chimney Rock or Hickory Nut Gap. It wants to emphasize the suggestion. This section of the State needs to be opened up. Aside from its scenic attractions, it is the most direct and practicable route to the mountain metropolis of Asheville. Two things of recent occurrence add to the claims of this section for recognition. The County of Rutherford, in which Chimney Rock is located, has voted \$25,000 in bonds to build good roads.

This is more backing than the Government requires. For a second reason, Col. John T. Patrick has gone up to Chimney Rock to build a hotel and develop that section after the manner of his Southern Pines development. The road could follow no better man than Patrick. The invitation of this particular section of the State is so strong that Governor Craig could scarcely resist it. Again The Observer would solicit his careful consideration of this proposition.

Julian Hawthorne in writing poetry in prison to revenge himself on those who placed him there.

## REFORMED CHURCH MEETING.

(Special to The Times.)

Greensboro, May 5.—Rev. Shuford Peeler, pastor of the Greensboro Reformed Church, has returned from China Grove, where he attended the annual North Carolina classis of the Reformed Church in America, which began its sessions last week. At the afternoon session Saturday, the matter of dividing the classis came up for discussion, the Potomac synod at its last session having ordered such a division. After an animated discussion the classis resolved not to abide by the order of the synod, deeming it to be the best interest of the church that no division be made at this time. The committee report relative to what the synod's debts to Catawba College was made. The amount due as agreed upon by the joint committees of synod and classis was: Principal, \$8,916.84; interest, \$3,325.22; total, \$12,152.06. The report of the committee on missions was made and was accepted. The classis will donate to the High Point church \$500 on its new building and to Concord \$200 for sustentation; and to the Catawba charge \$225 for sustentation. The next annual classis of the church will be held with the Rockwell, N. C. church. Rev. John Ingle of Blowing Rock, was dismissed to the Concord presbytery, and S. W. Beck of Landis, was dismissed to Philadelphia. Rev. M. M. Nooher was received from Cheney, Kansas.

## Southern Railway's Improvement.

Asheville, N. C., May 7.—Better facilities than ever before given for reaching the tourist resorts of Western North Carolina are provided in the summer schedules and through car arrangements just announced by the Southern Railway.

Great improvements will be made in the service between Salisbury and Asheville. The parlor cafe cars now operated on trains 11 and 12 will be transferred to trains 15 and 16 and full dining cars will be operated between Salisbury and Knoxville on trains 11 and 12. Observation cars will be placed in the Norfolk-Asheville line operated between Salisbury and Asheville on trains 11 and 12.

Trains 11 and 12 will be operated in two sections between Salisbury and Asheville whenever justified by the business during the early part of the season and about July 1 a second section of these trains carrying the Pullman cars and dining car will be operated daily, making only the important stops.

Beginning June 1 a through coach will be operated between Charlotte and Asheville on trains 29 and 40 between Charlotte and Spartanburg and on trains 9 and 10 between Spartanburg and Asheville.

## Death of W. M. Estes.

Mr. William M. Estes of Collettsville, died at his home Monday evening at 8 o'clock after an illness of several weeks with typhoid fever. The deceased was in his 83rd year and from a constitutional and physical standpoint had but few equals in that section of the country. Mr. Estes was honest and upright in all his dealings and the community has lost a good, dependable citizen. The deceased was the father of six children all of whom survive. The interment took place Tuesday afternoon in the Collettsville cemetery.

## NEWS ITEMS OF INTEREST.

### Interesting Reading Matter of Local and National Affairs in Condensed Form.

Wilmington, May 5.—Special. Albert Highsmith, colored, who shot and killed Julius Sumpter, also colored, at the latter's home last night, was captured by the police about three miles from the city today. He had planned to catch a train on the edge of the city, but officers were too close on him. It is alleged that he killed Sumpter with whom he boarded because the latter asked him for his week's board.

Columbia, S. C., May 5.—A negro named Powell Davis was branded here this afternoon an axe being the implement used. A negro woman named Ruth Grant came to the police station and gave herself up stating that she was the one who used the axe but later stated that another negro named John Chapman had committed the deed. The latter negro is now being hunted by the police and is expected to be in custody before many hours.

San Francisco, May 5.—Tonko Takeishi, a Japanese aviator, who was trained in the United States, was instantly killed today while making a landing from a flight in Japan, according to a cablegram received by The Japanese-American, a local Japanese daily. Takeishi endeavored to land at the Government reservation. Turkakusa, and his biplane struck the ground with such force that it was smashed to pieces and the aviator crushed beneath it. Takeishi was making the trip today for The Osaka Asahi, a newspaper, and the paper, the cablegram states, subscribed \$5,000 for the support of his family when the news of his death was received.

## Free Show for All The Veterans.

There will be a special matinee at the Princess Theatre tomorrow afternoon from 2 to 4 o'clock to which all the Confederate soldiers will be admitted free. There will be the usual three good reels of pictures and also a splendid extra, The Close of the American Revolution, put on especially for the benefit of the old soldiers. This is a show that no Veteran can afford to miss. The usual admission fee will be charged for others.

## KaDell-Kitchfield Makes Good.

Although some of the farces produced by the KaDell Kitchfield Tent show have been seen here before, the performances on the whole are good—easily worth more than the price asked. They are showing this week in Shelby to crowded houses. The bunch of actors and equilibrists are of unusual excellence for a ten-cent show.

The company is nearly the same one which was here a year ago. Miss Ola KaDell wins applause on the trapeze. The blackface and character comedians are capable and the ladies of the show skilled and pleasing.—Shelby Highlander.

Still, why should Congress be agitated? It is a "message" that the President reads—not a riot act.

Occasionally there is a tendency to get the question of suffrage slightly confused with that of dress reform.