

## CO-OPERATIVE COTTON MARKETING

By J. E. Trevathan, County Farm Demonstrator

In two preceding letters, which I have written to the farmers of Laurens county, I have discussed briefly the character of organizations which have proved successful in California and elsewhere; and I also named six fundamental principles upon which the plan for the co-operative cotton marketing organization is based. As a result of co-operative marketing in California, 80 per cent of the farmers of that state made a profit on their farming operations in 1920 while about 95 per cent of the farmers of South Carolina were losing money by selling their products without any definite system.

Co-operative marketing has proved successful through a period of years as applied to crops other than cotton. The farmers very naturally would like to know more definitely how co-operative marketing will help the cotton farmer, before he signs the legal binding contract to sell all the cotton he produces through a period of five years through a co-operative cotton marketing association. By a careful reading of the following paragraphs of this letter, you will be able to get an idea as to what may be expected from a co-operative cotton marketing association.

Organizations have been perfected in four states through which cotton is being sold co-operatively. These states are Oklahoma, Mississippi, Arkansas and Texas. North Carolina has signed up more than the required amount of cotton and will organize during the latter half of October. The campaign is now on in practically every other cotton state, including South Carolina, to organize state-wide co-operative cotton marketing associations.

### FINAL SETTLEMENT

Take notice that on the 4th day of October, 1921, I will render a final account of my acts and doings as Administrator of the estate of J. W. A. Holland deceased, in the office of the Judge of Probate of Laurens county, at 11 o'clock, a. m. and on the same day will apply for a final discharge from my trust as Administrator.

Any person indebted to said estate is notified and required to make payment on that date; and all persons having claims against said estate will present them on or before said date, duly proven or be forever barred.

F. B. HOLLAND,  
Administrator.

August 31, 1921.

7-5t-A

### To Cure a Cold in One Day

Take LAXATIVE BROMO QUININE (Tablets). It stops the Cough and Headache and works off the Cold. E. W. GROVE'S signature on each box. 30c.

Mr. Carl Williams of Oklahoma City is president of the Oklahoma Cotton Growers' Co-operative Marketing Association, and he is also president of the Southern Cotton Growers' Co-operative Marketing Exchange, through which the members of the organizations of Oklahoma, Mississippi, Texas and Arkansas are selling cotton this year.

Mr. Williams states that their organization is selling cotton for its members for 2 1-2c per pound more than non-members can possibly get by selling through the regular channels. Since the Co-operative Marketing Exchange established headquarters at Oklahoma City, fourteen big firms have opened offices at Oklahoma City for the express purpose of buying cotton from the organization.

Arrangements have been made by Mr. Williams and others whereby the Co-operative Cotton Marketing Association can borrow through the Federal Reserve Banks and otherwise as much as \$60,000,000 or more as needed for the purpose of financing the gradual marketing of the cotton controlled by the organizations. The present amount of cotton signed up and under the control of the four organizations of Texas, Mississippi, Arkansas and Oklahoma, is 12 per cent of the total in the United States. This seems like a small proportion of the total crop for it to have any effect on the cotton market, yet cotton went up 3c per pound within two days after the trade journals carried reports of the arrangements having been made with the War Finance Corporation and New York Banks for borrowing the necessary money for a systematic marketing of that cotton. This report was made August 23 and crop condition was reported August 25. Of course cotton continued to rise after the crop report was made.

Co-operative marketing of cotton is no longer a theory, but it is something that is in successful practice in four big cotton states. Detailed arrangements have been worked out to finance the whole movement. The organization in Oklahoma lends 60 per cent of the value to the cotton on the day it is delivered to the organization, either at the warehouse or at the railroad. Detailed arrangements have been worked out to protect the landlord, the cash renter, the share-cropper, the mortgagor, and the mortgagee. So that all persons interested in the cotton are fairly and adequately protected by the organization, to the full extent of the sale value of the cotton in which such parties are interested.

## KIDD NOT PIRATE

And His Treasure a Fable, Says Archivist.

Massachusetts Authority Asserts That Lord Bellomont Was Arch Scoundrel—High-Placed Adventurer.

Song and story are wrong. Captain Kidd was not a pirate and his fabled treasure does not exist. Privateer-man he was, but of good repute. His hanging as a pirate and murderer on execution dock at London in 1701 was to satisfy the political exigencies of the time.

These are the findings of John H. Edmonds, state archivist for Massachusetts, as announced in a lecture at the old South Meeting house. Archivist Edmonds was discussing "Lord Bellomont and the pirates." Bellomont, he said, was appointed governor of New England in 1695 with a special mission to suppress piracy. "Before leaving England," Mr. Edmonds contended, "he agreed with Capt. William Kidd, a privateer of good repute from New York, to proceed against pirates in a ship called the Adventure, galley, on a 'no-capture-no-pay' basis. The adventurers included Captain Kidd, Robert Livingston, Lord Chancellor Somers, the earl of Oxford, first lord of the admiralty; the earl of Romney, and the duke of Shrewsbury, secretaries of state; Bellomont and the straw men, to whom the king's grant of treasure was later made, did not contribute a cent.

"On September 6, 1696, with a 'crazy' vessel and a crazier crew, Captain Kidd proceeded on his mission," the archivist said. "He picked up several pirates, including 'a Moorish ship of 200 tons and a Bengal merchantman of 500 tons, both having French passes and being lawful prizes."

He came to New York and then to Boston "through the trickery of Bellomont, who promised him safe conduct. With the remnant of his crew he was arrested, sent to England, tried for murder and piracy, convicted and hung on Execution dock Friday, May 23, 1701, to satisfy the political exigencies of the times.

"It was either Lord Bellomont, the lord chancellor, the first lord of the admiralty, the secretaries of state or Captain Kidd, and under this circumstance he had no chance. Collusion and perjury are plainly evident in his trial; the French passes which would have cleared him of the piracy charge, though produced in parliament, were suppressed in the Admiralty court. The least said about Bellomont's action in the matter the better. He fooled Kidd, he fooled his council, and the worst of it is, he allowed it in his letters to the lords of trade.

"The Captain Kidd of today is a composite pirate made up of all who frequented our shores from 1637 to 1837. Propaganda of the worst kind blackened the reputation of a man of whom a recognized French authority says: 'It may be well doubted whether any man in equally trying circumstances has ever been truer to his trust.'

"And yet the great American public persists in calling Captain Kidd a pirate and in searching for his treasure, which does not exist."

### "Boy" Behind the Voice.

A business man who was in a great hurry called up an establishment that had failed to deliver goods as ordered. A tiny boyish voice was heard at the other end of the line: "What is it that you wish?"

"Mr. Jones, boy, and hurry."  
"All right," and the receiver was hung up. In a few minutes it was taken down and the small voice replied:

"Mr. Jones is not in. Can I help you?"

"See here, boy," snapped the man who was in a hurry. "I want to talk with some one who can do business. When I need the office boy I will call for him. The way for you to get along is to let the other things alone and attend to your own duties."

"That's what I am trying to do," meekly said the small voice. "I am the president of the company."—Philadelphia Ledger.

### Isolated Police Post.

A new farthest north Royal Canadian mounted police post has been established at Pond's Inlet in the extreme north of Baffin's land. This is now the most northerly post held by the force of scarlet riders, the nearest to it being those at Chesterfield Inlet and Cape Burwell, at the entrance of Hudson's straits. A sole staff sergeant will be full police authority at Pond's Inlet and will have full charge of customs and judicial control of Baffin's land and the territory about it. Only a few Eskimos are to be found there and it is the occasional port of call for traders.

### Logical.

Six-year-old Nellie came home from the corner shop excited. "Oh, mother," she began. "I saw the biggest crowd of people and I went over, but I couldn't see anything except a wagon and a lady said it was a gossip wagon and for me to listen and—"

Then mother interrupted her. Closer investigation disclosed the fact that the wagon was a gospel wagon. "But," mother wisely shook her head, "it might have been a gossip wagon from the way Nellie says they crowded around it."

### FINAL SETTLEMENT

Take notice that on the 14th day of October, 1921, I will render a final account of my acts and doings as Administrator of the estate of W. W. Culbertson, deceased, in the office of the Judge of Probate of Laurens county, at 11 o'clock, a. m. and on the same day will apply for a discharge from my trust as Administrator.

Any person indebted to said estate is notified and required to make payment on that date; and all persons having claims against said estate will present them on or before said date, duly proven, or be forever barred.

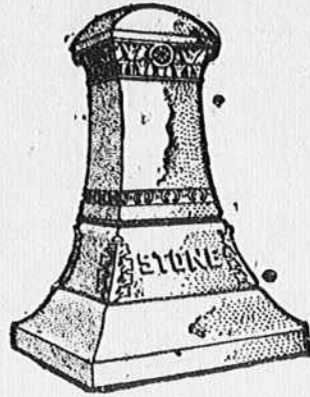
W. H. CAMPBELL,  
Administrator.

September 14, 1921.

9-5t-A

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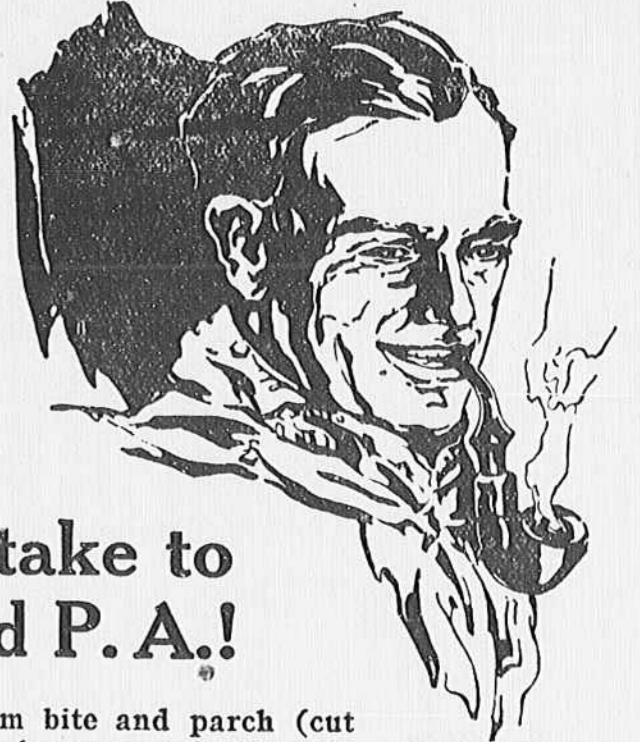


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## PRINCE ALBERT

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**ACCELERATED SCHEDULES**  
**DOUBLE TRACK REGULARITY**  
Between the South and Washington and New York

Northbound				SCHEDULES BEGINNING AUGUST 14, 1921				Southbound					
No. 36	No. 138	No. 38	No. 30	ATLANTA, GA.	No. 29	No. 37	No. 137	No. 35	ATLANTA, GA.	No. 29	No. 37	No. 137	No. 35
12:00Night	11:30AM	12:30noon	7:00PM	lv Terminal Station (Cent. Time) ar	5:50PM	4:50PM	5:25AM	5:25AM	lv	10:55AM	5:30PM	4:30PM	5:05AM
12:10AM	11:40AM	12:40PM	4:00PM	lv Peachtree Station (Cent. Time) ar	7:00AM	5:30PM	4:30PM	5:05AM	lv	7:00AM	2:10PM	1:00PM	1:05AM
6:15AM	4:50PM	5:50PM	9:35PM	ar GREENVILLE, S. C. (East. Time) lv	5:50AM	1:00PM	11:52AM	11:45AM	lv	5:50AM	10:40AM	9:30AM	9:05PM
7:35AM	5:55PM	6:55PM	10:40PM	ar SPARTANBURG, S. C.	3:25AM	10:40AM	9:30AM	9:05PM	lv	2:05AM	9:20AM	8:10AM	7:45PM
10:05AM	8:05PM	9:05PM	12:55AM	ar CHARLOTTE, N. C.	12:45AM	8:02AM	7:02AM	6:27PM	lv	12:15AM	7:35AM	6:35AM	5:58PM
11:45AM	9:20PM	10:20PM	2:20AM	ar SALISBURY, N. C.	lv	6:50PM	5:30AM	5:05PM	lv	8:50PM	12:40AM	12:40AM	8:52AM
1:05PM	10:29PM	11:20PM	3:23AM	ar High Point, N. C.	lv	10:52PM	6:10AM	5:05AM	lv	2:58PM	12:06AM	1:00AM	5:04AM
1:30PM	10:50PM	11:41PM	3:44AM	ar GREENSBORO, N. C.	lv	9:00AM	6:30PM	5:30PM	lv	9:00AM	9:00AM	9:00AM	4:30PM
2:40PM	9:00AM	9:00AM	5:00AM	ar Winston-Salem, N. C.	lv	7:00PM	12:40AM	12:40AM	lv	5:35PM	7:10AM	7:10AM	1:40PM
5:35PM	4:00AM	4:00AM	10:45AM	ar Raleigh, N. C.	lv	6:30PM	6:30PM	6:30PM	lv	5:17PM	2:16AM	3:10AM	7:05AM
2:58PM	12:06AM	1:00AM	5:04AM	ar DANVILLE, VA.	lv	3:30PM	10:55PM	9:50PM	lv	11:00PM	7:40AM	8:40AM	12:35PM
9:35PM	7:10AM	7:10AM	1:40PM	ar Norfolk, Va.	lv	1:50AM	9:05AM	8:12PM	lv	4:15AM	11:13AM	12:20PM	4:05PM
5:17PM	2:16AM	3:10AM	7:05AM	ar Richmond, Va.	lv	4:35AM	11:38AM	5:47PM	lv	4:35AM	11:24AM	12:35PM	4:17PM
11:00PM	7:40AM	8:40AM	12:35PM	ar LYNCHBURG, VA.	lv	6:45AM	1:30PM	2:40PM	lv	6:45AM	1:30PM	2:40PM	6:10PM
1:50AM	9:05AM	10:05AM	2:00PM	ar WASHINGTON, D. C.	lv	9:00PM	4:15AM	3:05AM	lv	9:00PM	4:15AM	3:05AM	2:35PM
4:15AM	11:13AM	12:20PM	4:05PM	ar BALTIMORE, MD., Penna. Sya.	lv	3:30PM	10:55PM	9:50PM	lv	1:50AM	11:13AM	12:20PM	4:05PM
4:35AM	11:24AM	12:35PM	4:17PM	ar West PHILADELPHIA	lv	1:53PM	9:30PM	8:12PM	lv	4:35AM	11:24AM	12:35PM	4:17PM
6:45AM	1:30PM	2:40PM	6:10PM	ar NEW YORK, Penna. System	lv	11:24AM	7:02PM	5:35PM	lv	6:45AM	1:30PM	2:40PM	6:10PM

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Nos. 29 & 30. BIRMINGHAM SPECIAL. Drawing room sleeping cars between Birmingham, Atlanta, Washington and New York. San Francisco-Washington tourist sleeping car northbound. Sleeping car between Richmond and Atlanta southbound. Observation car. Dining car. Coaches.  
Nos. 35 & 36. NEW YORK, WASHINGTON, ATLANTA & NEW ORLEANS EXPRESS. Drawing room sleeping cars between New Orleans, Montgomery, Birmingham, Atlanta, Washington and New York. Dining car. Coaches.  
Note: Nos. 29 and 30 use Peachtree Street Station only at Atlanta.  
Note: Train No. 138 connects at Washington with "COLONIAL EXPRESS," through train to Boston via Hell Gate Bridge Route, leaving Washington 8:15 A. M. via Penna. System.

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