

North Carolina is just completing a \$50,000,000 highway program, made possible through a state bond issue; and is, along with California, pointed to by the other 48 states of the union as an example of progressiveness on road building that is worthy of the emulation of all the other states. The Winston-Salem Journal calls upon the legislature which convenes in January to provide even further funds for highway de-

velopment, so that the originally planned system touching every court house and every incorporated town with through-state laterals running in every direction, and connecting with every interstate highway, shall be fully and wholly completed—thus making a network of surfaced roads in which not one county or section, or even militia district, shall be omitted.

Says the Journal—

money to build roads. No doubt about that. The funds made available by the last general assembly have enabled the state highway commission, headed by Frank Page, to work miracles in highway construction. They have gone far in the building of a system of State highways that make North Carolina the admiration of the world and the most talked about state in the American union today.

But it is now generally recognized that not enough money is available to complete that system, or to bring it near enough to completion to satisfy anything like a majority of the citizens of North Carolina who have been enthusiastically backing this program.

The highway system is not to leave the job unfinished. Having gone this far with the structure it would be the falsest sort of economy not to finish it. If fifteen million dollars, more or less, shall be necessary to insure its completion, the next general assembly should provide for an additional bond issue.

Tens of thousands of people of this country who tour by automobile each year the highways of the Atlantic States have learned to realize the minute they cross the North Carolina line, from any section, by the magnificent boulevards that lead them in any direction, and there are tens of thousands of boosters for North Carolina each year, among people who live in other states, by reason of the superb highway development that greets them when they reach North Carolina soil.

But even this—great as it is as an asset—is insignificant as compared to the material value of such a system to the people of North Carolina—to the citizens who have, by their progressiveness, made such a system possible.

The rural sections of the state have developed as have the roads.

in close touch of the producer. The advantages of consolidated schools have been thus given to every rural family.

The city has reached out and given its advantages to the country—and life in the country has enlivened and made entertaining and attractive and worthwhile, by reason of the highway that has obliterated distance and obscurity and substituted contentment and prosperity.

Not alone has the surfaced highway, touching practically every farm home in North Carolina, added to the contentment, and correspondingly to the success of the rural people, but it has been the most potent influence in town and city building.

The towns have developed factories under transportation conditions that are essential, and the labor problem has been solved by a living environment.

The factories have conserved the profits of the fields, and the rural family has not only maintained sufficient labor to maintain his producing operations, but has contributed to the country a surplus of early access—all of which is a system of general prosperity in which all the people of city and town and country, participate.

But the road system in North Carolina is unsurpassed as it is as an asset to the people of all the people of the state—only one evidence of North Carolina's general prosperity that appeals to the people of other states, and particularly to the people of Georgia, whose natural conditions of living are practically the same.

North Carolina's public school system is maintained more progressively than that of Georgia, through no fault of Georgia's most excellent system of education.

The higher educational institutions of North Carolina are adequately maintained, while these in Georgia

contrasted with the system of Georgia.

The same institutions, corrective, Why is North Carolina a quarter of a century ahead of Georgia?

All of the factors combined will scarce mention the one city of Wilmington, the capital, is a much larger Savannah.

Charlotte, the largest city, is not as large as Winston-Salem and Greensboro, her great tobacco manufacturing cities, are neither as large as Augusta.

And yet it is a state of small cities and towns, each filled with the state of industry, and each the center of prosperous rural communities.

The reason for it all is—not that North Carolina has any better people than Georgia, for there are better; not that North Carolina has any more natural advantages than Georgia, for in these both states are naturally blessed alike—but that North Carolina has revised her antiquated tax system so that without added hardship to any tax payer, but by a distribution of taxation which tax dodgers have been unable and the available property brought to the digest, the state is provided with funds sufficient to carry on the functions of government in keeping with the demands of a progressive age—

And the people of the cities and towns and the country have prospered as the state has prospered. North Carolina is thus an object lesson that the Georgia legislature should heed.

HEADACHE cured in 20 minutes by Dr. Miles' PAIN EXPELLER. "Was out a week." At 100 cents.

DIARRHEA REMEDY FOR THE PAIN IN THE STOMACH, BOWELS, INTERCOURSE, COLIC, DIARRHEA - SOLD EVERYWHERE

Children Cry for Fletcher's

CASTORIA

The Kind You Have Always Bought, and which has been in use for over thirty years, has borne the signature of *Chas. H. Fletcher* on the wrapper all these years just to protect the coming generations. Do not be deceived. All Counterfeits, Imitations and "Just-as-good" are but Experiments that trifle with and endanger the health of Infants and Children—Experience against Experiment.

Never attempt to relieve your baby with a remedy that you would use for yourself.

What is CASTORIA

Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It is pleasant. It contains neither Opium, Morphine nor other narcotic substance. Its age is its guarantee. For more than thirty years it has been in constant use for the relief of Constipation, Flatulency, Wind Colic and Diarrhoea; allaying Feverishness arising therefrom, and by regulating the Stomach and Bowels, aids the assimilation of Food; giving healthy and natural sleep. The Children's Comfort—The Mother's Friend.

GENUINE CASTORIA ALWAYS

Bears the Signature of

Chas. H. Fletcher

In Use For Over 30 Years

The Kind You Have Always Bought

THE CENTAUR COMPANY, NEW YORK CITY

Wanted Boys and Girls

The Athens Business College is in need of more boys and girls to undergo the training for bookkeeping and stenographers. The very light attendance in the commercial schools for the next two years has created a shortage among the commercial business firms for clerical help. This makes it an ideal time for young men and women to enter our school preparatory to a good position.

It costs \$150.00 to \$200.00 less to complete a course in the Athens Business College than it does in other schools offering similar courses of instruction. It takes three to six months less time to complete the training.

You will get the advantage of learning one of the best, easiest and simplest systems of shorthand, and one of the most practical courses in bookkeeping.

Why work for \$25.00 to \$50.00 per month when you can earn \$75.00 to \$150.00 per month and get promotion to even a bigger salary from year to year?

Bookkeepers must be had regardless of the boll weevil or short crops—they are essential.

Enter the Athens Business College at once and let the school place you in a good position within a few months.

Write or call for information.

ATHENS BUSINESS COLLEGE

Corner of Hancock and Lumpkin Streets

PHONE 9165

ATHENS, GA.

FOR SALE

House and farm of sixty-five acres quarter of a mile from Unaka postoffice. House insured for \$500, well alone worth the price asked, which is only \$1,000. Terms on half if desired. For further particulars address—

W. D. BRYSON
CAK CREEK, COLORADO

Announcing Eleven Beautiful New Models —

at Record-Breaking Prices!

SEVEN beautiful New Willys-Knight cars—among them a new creation! Not a Sedan; not a Coupe; not a Coach! The New Willys-Knight COUPE-SEDAN. Modish, exquisite, perfectly appointed in every closed-car detail; doors that open front and rear; troublesome folding seats are conspicuously absent! Every model powered with the motor that improves with use.

The four new low-priced Overland models are wonderful values. The body of the Touring Car is all steel. Its finish is hard-baked enamel. Fisk first-quality oversize tires. The hood is higher. Body lines are longer. Seats are lower. Triplex springs give extraordinary comfort. The new Overland has few equals in riding comfort. It leads in low cost of operation and upkeep.

TOURING 5-pass. . . \$1235
TOURING 7-pass. . . \$1435
ROADSTER 3-pass. . . \$1235
SEDAN 5-pass. . . \$1795

WILLYS-KNIGHT

COUPE-SEDAN
5-pass. . . \$1595
SEDAN 7-pass. . . \$1995
COUPE 3-pass. . . \$1695
All prices f. o. b. Toledo

Overland

TOURING . . . \$525
ROADSTER . . . \$525
COUPE . . . \$795
SEDAN . . . \$866
All prices f. o. b. Toledo

E. C. MOORE

Murphy, N. C.

See the Willys-Overland advertisement in the Saturday Evening Post, January 6th