

ANNIE OAKLEY COMES TO MURPHY TO DO STUFF WITH RIFLE AND LOVE

By Victor Olmsted

Buffalo Bill was a grand old guy. He could ride, shoot, play—and love. Maybe that's where Annie Oakley, the little country girl whom he developed into the world's most famous rifle shot—and also one of the world's most famous beauties—learned how to ride and shoot and play, and make love too.

But there was one time when Annie made love too seriously. And look what happened to her. Yeah;—look!! Well, you can see her whole life portrayed at the Henn theater this Thursday matinee, at 2:30 and evening, and again on Friday evening. Annie will be impersonated by a young woman better known to you as Barbara Stanwick. Only difference is that Barbara is even more beautiful. And now that gal can love—and shoot!

They do say that Miss Stanwick practised on a rifle range some eight hours daily, for months and months before she would even attempt the part. Of course you can't always believe press agents. But you can believe this writer, who has seen the picture and who tells you, fair and square, that it's a wham!

The film has all the romance of a quiet lake in moonlight, with the shore just near enough to wade there if absolutely necessary. It has all the thrill of going over the top at zero hour. It has all the charm of that first love your husband, or wife—would like you to forget. And in addition it offers a complete reproduction of Buffalo Bill's famous Wild West Show, which made folks gasp all over the United States, and in Europe too. There is horse wrangling, trick shooting, Indian raids stage coach hold ups, and all the rest of it.

Back in the not-so-naughty nineties that show used to pack 'em in with a money back guarantee if not satisfied. Now the Henn theater offers you the whole show, and the charming love story of Annie Oakley in addition. It's a grand piece of work—and you'll love it.

On Saturday, with a matinee at 2:30, and two evening performances at 7 and 9 o'clock Manager Jimmie McCombs has arranged for a thriller that will bring you, gasping, to the edge of your seats. It is called "Too Tough to Kill", and the title fits like a debutante's bathing suit. The hero of too tough to kill is a comparative newcomer to the silver sheet named Victor Jory, and every last one of the big time critics say he's great. Playing opposite him is the winsome Sally O'Neil—and the way those two make love would give even Mr. Casanova some brand new ideas.

Next Monday, Matinee and evening, and also Tuesday evening will be devoted to a picture that will send you home with a catch in your throat. It is the story of Little Lord Fauntleroy, which you probably already have read with tender smiles that were close to tears. Now this wonder child comes to you vibrant, portrayed by the genius of young Freddie Bartholemew.

"Little Lord Fauntleroy" should have an especial appeal here, because it is almost a "home town product". The authoress of the book, the late Mrs. Frances Hodgson Burnett, was born just across the line, over in Tennessee, and it was there that she wrote and sold her first story. Her maiden name was Frances Hodgson.

From now on, too, you're going to get an especial kick out of all the pictures at the Henn theater, because the projection room has just been fitted with brand new sound equipment. It is the most modern—and most expensive—that the market offers, and it makes the voices really live.

And of course, there will be the usual comedies and news reels, in addition to the main features. A lot added expense—but prices remain the same.

SAYS SPEED IS NOT CAUSE OF MOST ACCIDENTS

WASHINGTON, April 5—A defense of high automobile speeds was presented to Secretary Roper today by the automotive industry which urged "Roper" driving laws to curb highway accidents.

The industry's recommendations were contained in a report made for the accident prevention conference, organized by the commerce secretary in December. His departure is attempting to obtain statistics to explain the causes of accidents as a first step in their prevention.

A devices committee, headed by C. C. Carlton, president of the Automotive Parts and Equipment Manufacturers, Inc., and a committee of automobile manufacturers, headed

Ford Exchange Plan Meets With Success

Under the successful engine and parts plan of the Ford Motor Company, records show that more than 175,000 reconditioned V-8 engines have been purchased by owners of trucks, commercial cars, and busses.

Blocktoted factory reconditioned engines are obtainable at a low cost in exchange for the used engine. Many vital parts such as carburetors, generators, distributors, etc., all reconditioned to new parts specifications, are also offered under the plan.

Testimonials of commercial car users stand as proof of both the convenience and economy of the plan. The ready installation of the equipment eliminates tie-ups in haulage and since the cost is less than the average cost of an engine overhaul, maintenance charges are reduced, say owners.

Strong recommendations of the Ford Motor Company Exchange plan have come from all parts of the United States, and from some of the biggest trucking organizations in the United States. E. J. Brooks of Fullerton, California, for instance, reports that one motor exchange enabled him to operate his truck 220,000 miles, carrying hay, lumber, and grain into and out of Imperial Valley—one of the hottest places in the state—where often temperatures reach as high as 123-degrees in the shade.

Reforestation An Aid To Floods In Vallies

Flood damage in the South, such as recently threatened the Tennessee Valley, could be more effectively checked at its source by increased reforestation by governmental agencies and private landowners, according to Joseph C. Kircher, Regional Forester in charge of the Southern Region of the U. S. Forest Service.

"Though the South is not a section of the country where the most destructive floods originate, large flood damage is caused from time to time by rivers rising in the Ozarks and the Southern Appalachians, and also the overflow of streams in the southern pine states ranging from North Carolina to Texas", Kircher stated.

"I know that a great many people take the stand that it requires so long for trees to grow that reforestation, though it has value, is not important in acute situations. This is not an accurate view. Soil experts freely admit that the roots of tree seedlings begin to function as effective agents in holding soil against erosion very soon after the plants begin to grow.

"There are now 2,138,600 acres of national forest land in Arkansas and Oklahoma which protect important watersheds to a certain extent, but to do this job adequately 2,365,000 additional acres of land suitable only for the production of forests should be purchased, at a cost of about \$7,500,000.

"In the southern pine states there by Paul G. Hoffman of Studebaker, prepared the report.

The committees agreed that efforts to control automobile speeds by use of governors and limit them to 50 miles an hour would increase accidents.

"Not high speed but unsafe speed causes accidents" the devlees committee found, explaining a fixed 50-mile speed would prevent one car from passing another on the highway if both were going at the same rate and would add to already dangerous congestion.

"Therefore," it said, "it is our conclusion that the maximum speed now built into automobiles is not excessive and, if properly handled, it is not the cause of accidents.

"We believe our solution lies not in the limitation of speed itself but in the education and the legal regulation of the driver so that he may always drive as safe speeds under all operating conditions."

The manufacturers committee expressed virtually the same views, but went further in recommending corrective steps.

It urged the creation of a "federal highway safety coordinating agency headed by a cabinet officer and consisting of heads of divisions or bureaus with legal authority to deal with, or fiscal relationship to, matters directly related to highway transportation safety."

The proposed federal coordinating agency, the committee said, might be under the commerce department and include the bureau of census, bureau of standards, bureau of public roads, motor vehicle bureau, and office of education.

TO OFFER PRIZES IN NEW HIGHWAY SAFETY CAMPAIGN

Washington, D. C., April 16.—A study of highway safety problems in one hundred thousand communities will be made throughout the nation as a result of the eleventh national safety campaign, announced today by the Highway Education Board. Remedial action will be sought.

Eleven national organizations concerned with highway safety will collaborate in the campaign and those who make the study will represent the group that has the best record in accident prevention in the United States today. Thomas H. MacDonald, Chief of the U. S. Bureau of Public Roads, is chairman of the Board.

This group, according to the Board, is the elementary school children of the nation, whose safety during the period of the earlier campaigns is little less than phenomenal when compared with that of their elders. During a ten year period while the adult fatality was increasing more than 200 per cent, the Board claims, the child rate remained stationary in the face of advancing car registration, car miles and growing population. When the activity among school children was suspended four or five years ago, the fatality rate insurance statistics reveal, showed a 17 per cent increase in one year.

School Contests Open
To interest the schools again in safety education, the Board announces a renewal of the safety essay and safety lesson contests open to elementary school pupils and teachers. Collateral activity includes school boy patrols, the award of merit room banners and school plaques.

The contests are open to all pupils of the fifth, sixth, seventh and eighth grades, who are asked to write essays on the subject "A Definite Program for My Community to Prevent Highway Accidents and to Promote Highway Safety." To write on this subject pupils will need to study conditions in their several communities. As an incentive 440 state prizes and medals are to be given for the best essays, and three national awards will be made. The state prizes vary according to the elementary school population of the several states.

All elementary school teachers engaged in classroom instruction are eligible to compete for three national awards offered for the best lessons on highway safety. Their subject is "A Lesson on Highway Safety for Children of My Community," and prizes total \$1,000 in cash. The writer of the best lesson will receive \$500 and a trip to Washington with all expenses paid. The second and third best lessons will earn for the author \$300 and \$200 respectively.

Offering Awards

Altogether a total of \$6,500 will be given away in prizes and awards, distributed according to the excellence of the papers and the school population. The awards are made possible by the automotive industry, and the entire campaign is part of a nationwide movement sponsored by the industry to reduce the number of accidents on streets and highways. Among the organizations cooperating in the campaign are the American Association of Motor Vehicle Administrators, American Association of State Highway Officials, National Safety Council, National Education Association, American Automobile Association, National Congress of Parents and Teachers, General Federation of Women's Clubs, the National Grange, the International Association of Chiefs of Police, the National Bureau of Casualty and Surety Underwriters, the American Legion, the Harvard University Bureau of Street and Traffic Research, and others.

The contests are conducted with the aid and cooperation of the city, county, and state school officials, who are being asked to aid in the announcement of the competitions and the selection of the essays and

are already nearly 4,000,000 acres of national forest land, but so distributed that another 4,000,000 acres should be added at perhaps a cost of \$15,000,000 to effectively combat the flood menace to future generations.

"In the Southern Appalachians we have 2,963,000 acres, which have been under protection for twenty-five years and have been a vital factor in checking floods in the rivers of Tennessee, North Carolina, South Carolina, Georgia, and northern Alabama. Here we should have an additional 6,040,000 acres of land that would probably cost about \$25,000,000.

If steps were taken at the present time to acquire this land, it would not only be of prime importance in our national obligation to take measures to minimize the recurrence of floods that menace the welfare and happiness of thousands of persons each year, but it would have immediate relief possibilities."

Erosion Control Part Of New Farm Program

Controlling erosion, the thief of fertile topsoil from thousands of acres in North Carolina, is a prominent feature of the new soil-improvement program.

The soil-building and conserving crops advocated under the new program serve to check erosion in several ways, said John W. Goodman, assistant director of the State College agricultural extension service.

While these crops are growing, he said, their roots form a thick mat which holds the soil particles in place. They also check the run-off of rain water by impeding its flow downhill and by increasing the capacity of the land to absorb water in large quantities.

Then after they have been plowed under, the building and conserving crops add organic matter to the soil that makes it soft and spongy. Rain soaks into such soil and is held for long periods.

Soil well filled with organic matter also has a greater tendency to remain in place than gritty sand or clay soils, Goodman pointed out.

When the soil absorbs large quantities of water, he continued, it prevents floods during heavy rains and keeps the land from drying out so completely when rainfall is scarce.

On an eight per cent slope, he added, a field on which nothing but corn is grown will lose 25 per cent of its rainfall but immediate run-off and an average of 67 tons of soil per acre through erosion each year.

But if the field is in a good soil-building crop, it will lose less than five per cent of its rainfall and only a few hundred pounds of soil per acre.

When corn, wheat, and clover are grown in rotation, the average runoff of rain water is less than half the amount from a field kept continually in corn, and the soil losses are only one seventh as much.

lessons to receive the awards. Pupils and teachers have until May 15 in which to submit their papers, and it is expected that the results will be announced soon after the reopening of school this fall. Descriptive literature containing detailed rules have been sent to each superintendent of public and parochial schools in the United States. These officials then request the necessary number of additional announcements for use in the school and the classroom. This literature is supplied free.

Booklets containing certain of the better lessons of other years and other safety literature also are being distributed by the Board.

This activity marks the re-entry of the Highway Education Board into the safety field. For ten years it carried on similar campaigns through the schools, with the result that children, through their intensive study of safety rules, escaped the heavy toll that claimed their elders.

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THIS WEEK

READ THIS FEATURE REGULARLY IN THIS NEWSPAPER

FORMER CHEROKEE COUNTY MAN DIES AT HOME IN TEXAS

Iowa Park, Texas.—Robt. M. Hall 69, well known and well-to do farmer, died at the family home west of town Wednesday. He had been in poor health for the past three years and confined to his bed for the last two years. He was a successful farmer and owned a large farm facing the Denver railroad three miles west of Iowa Park.

Mr. Hall came from North Carolina and located here in 1908, and was an active citizen of the community until incapacitated by rheumatism about three years ago. Complications arose that brought on a more serious condition and he lingered along until the final period of relief and rest came Wednesday morning.

Survivors are the widow, and nine children; Neal Hall, Burkburnett; Clyde Hall, Gilmer; Roy Hall, Pampa; Kyle Hall, Odessa; Gene Hall, Bakersfield, Calif.; Robt. Hall, San Diego, Calif.; and Pete Hall of Iowa Park; Mrs. Frank Young, Smithfield, and Mrs. Sam Larue, of Aransas Pass. Also the mother, Mrs. J. B. Hall, Kinsey, N. C., and five brothers and three sisters: Josh Hall, Billings, Mo.; J. M. Hall, Knoxville, Tenn.; Andrew Hall, Maryville, Tenn.; Winslow and Rollin Hall of Kinsey, N. C.; Mrs. Pinson, Atlanta, Ga.; Mrs. Stalcup, Murphy, N. C.; Mrs. Barton, Kinsey, N. C., and Mrs. Lum Taylor of Charlotte.

The deceased was a member of the Baptist church and the funeral service is being conducted by Rev. Tom L. Kilpatrick, pastor of the First Baptist church, at the First Methodist church, 2:30 this afternoon, because of repairs being made in the auditorium of the Baptist building. The body was interred in Highland cemetery under direction of the Tanner Funeral Home.

Pallbearers are Robt. R. Brubaker, N. E. McKinney, Gail Lowrance, M. L. Hines, Scott Ralston, and Locke Lowrance.

Question: What fertilizer should be used for growing an early crop of sweet potatoes on sandy soil?

Answer: A mixture containing 3 per cent nitrogen, 8 per cent phosphoric acid, and 8 per cent potash is recommended. This should be applied at the rate of 1,000 to 1,200 pounds to the acre. For sandy loam soils of the Coastal Plain where varieties such as Nancy Hall and Porto Rico are grown for late harvests, a 3-8-8 mixture applied at the rate of 600 to 800 pounds an acre will be best. Two-thirds of the nitrogen should be secured from inorganic sources and the remaining from organic sources.

A man wrote Sheriff M. L. Sells, of Sioux Falls, S. D., that he wanted his wife back, but he wouldn't pay her fare back home because he thought the man she ran away with ought to do that.