

THE CHATHAM RECORD

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Some folk may see the value of \$75,000 in a football game, but we doubt if we ever shall.

Chatham had 167 marriages last year and nine divorces. Marriage is not yet a failure in old Chatham by a whole lot.

We should have coupled "badumern" with "oldumern" in the other paragraph on this page suggested by a comment of R. R. Clark.

The visit of Premier MacDonald of England to the United States and his conferences with the president mark a new epoch in the century-old friendship between the mother country and America.

His many friends in Chatham county sympathize with Dr. J. P. Monroe of Sanford in his misfortune and are glad that the indications have pointed to recovery from the serious wounds received at the hands of a crazy man.

You could have got you a school house Monday at your own price. The school board sold about a score of the houses abandoned through consolidations. They went from ten dollars up, but not very far up. Mr. Bob Goodwin was about the liveliest bidder. He bought several buildings and lots in his home township of New Hope.

Treasurer Gaster may have made way with \$367,000 of Cumberland county money, but it is hard to believe that the proceeds of a \$100,000 note could disappear without the county commissioners being aware of it. A note of that size would not be issued by a sane board unless there was immediate demand for the money, and if there was such demand and the money was not forthcoming, the commissioners would have heard a howl that would have waked up the soundest sleeper on the board. If such a note was sold and the proceeds not used for county purposes, or the greater part of the money, it would be self-evident that the note was a forgery, the commissioners knowing nothing of it, or that it was a fraud and the commissioners knew too much about it. The alleged shortage of \$367,000 included the proceeds of a \$100,000 note and two or three \$50,000 notes. Not guilty, the Record votes Treasurer Gaster. If there is guilt, broaden the accusation to forgery or to include the whole bunch of commissioners and the clerk.

To the Record, the crawling of representatives of the tobacco growers, from some of the fairest lands in the world, upon their bellies before the representatives of the half-dozen great tobacco companies, humbly asking for prices for tobacco that will permit the growers to live, is more significant than the Marion massacre of mill workers. And this petition of the growers to the mercies of the buyers was made under the auspices of representatives of the United States government! It was Coxe's army in miniature, with a United States senator playing Coxe, and the tobacco companies the Uncle Sam to whom the original Coxe would make his appeal. Verily, the industrial lords have the producers at their mercy. Each dollar of stock of the Reynolds tobacco company has paid \$34 in profits the past seventeen years, but the manufacturers seem unsatisfied with such meagre profits. They must impoverish the growers to further fatten their dividends. When hogs reach a certain stage of fatness, it is time to make pork of them. The striking mill workers at least show more spirit than the tobacco growers, whatever one may say of their judgment.

The mill family that is making fifteen to thirty dollars a week and securing houses at low rental, are in a blessed state, financially, beside the average farm family in Chatham county, though the poverty of the latter is largely due to weather conditions for six years past.

The cotton or tobacco planter who does not try to produce enough hog and hominy for home consumption, deserves what he is catching. Let every cotton and tobacco grower in the South grow his own food and feed, and the problem of prices for the staples will be solved. It would mean less to buy and less cotton and tobacco to sell, with consequent higher prices. The reform would cut both ways.

While the governor of North Carolina refused even to talk to communists, who, whatever their scheme, certainly stand for a fairer division of the wealth produced in the country, representatives of the tobacco growers of the state went abegging of the representatives of a few giant tobacco companies a living price for the product of the growers. It is rather difficult to conceive of a more humiliating position, but it is practically that of the serfs of the middle ages, only instead of many lordlings, our masters are reduced to a comparatively few. In the meantime, if printed and undenied reports are true, the governor is a large stockholder in one of the companies that are piling up its millions annually in profits while growers and laborers in the factories are forced to eke out a mere existence.

If the hogs eat up all the corn, the only remedy for the consumers of corn is to eat pork and bacon. Similarly, if a few masters of industry and finance monopolize the wealth of the country, the only remedy is to get back the people's portion by as drastic measures as necessary. This thing of the tobacco growers having to depend upon the "benevolence of the buyers," as one paper states the condition, hardly conforms to the ideas of a country professing to afford equal opportunities to all citizens. The thing to do is to make it impossible for the hogs to consume all they gather, or, changing the figure, for the dog in the manger to deprive the ox who has pulled the plow of his hay. Old age pensions, widows' pensions, disability pensions, state insurance, free medical treatment, state employment of the jobless, etc., will do the work. When the consumers profit by the taxes collected from the lords of industry and finance there will be no opportunity for them to pass the tax on as is now done in most cases. Again, when it becomes clear that the few shall not be permitted to keep what they have hogged, taking all in sight will not be so attractive.

R. R. Clark, in the Greensboro News, finds some one bringing from the mountains the word "dummern" for "woman," and admits his unacquaintance with the variant. Well, it is only allowable in Sampson as "oldumern." Mr. Clark's writer failed, evidently, to recognize the source of the d and pulled "dummern" away from its "ol". The derivation is easy: old woman, old 'oman, oldumman, oldumern, the being a result of the mern, the r being a resultant of the tendency of North Carolinians to insert r's, contrary to the opinion so often expressed by a few philologists that they are inclined to omit the r sound. It may be recalled that the Record, in a recent discussion of this point, cited a paragraph from the Pathfinder, telling of a man who heard on the streets of Miami 17 variants of the name of that Florida city, nine of which contained r, either final or before the second m. The three chief variants were Miami, Miamer, Miarmer. The r is easily thus accounted for in Mr. Clark's word, but the d is not there except in oldumern.

One of my most cherished possessions is a tree. You?—Forbes.
Chicago's motto is: "I will!" See how it has grown.—Forbes Magazine.

The tobacco companies have lowered the prices of leaf tobacco, have raised the price of cigarettes from \$6.00 a thousand to \$6.40, and need now only to cut the wages of the laborers in the manufacturing to have put practically the entire population under further tribute.

The report of the rapid growth of tobacco production in Ontario, Canada, by Mr. A. M. Riddle, who has just returned from a six-weeks' stay up there, is not encouraging for the Southern grower of bright tobacco. When one farmer is reported as having a 1300-acre field of tobacco that beats the North Carolina product, and when this tobacco is shipped direct to the great British companies without danger of tariff levies, it is apparent that Ontario can soon put a crimp in the production of tobacco in the South. The industry up there is only five years old. North Carolinians are going to the new land of promise, either as experts or as growers on their own hook.

To make a job properly seems to be the tendency of strike propaganda and union activities. But there would seem to be no surer way to foster a real feudalism than to succeed in attaching the quality of property to a job. The corollary to a job that one can hold despite the will of the employer is a job that one cannot give up at the employer's will. The serf had his feudal rights to his land, but the mischief was he couldn't leave it to better his condition. The will owners are clearly within their rights in ejecting unsatisfactory employees from their houses, and for them not to be allowed to do would be the first step in tying mill employees to those houses and their jobs for life and their children after them. Privilege and obligations must balance. The passing of mill villages will simplify the problems of mill labor.

APPRECIATES KINDNESS

To all my Friends:
On the 14th day of July, while attending the Williams reunion, a table upon which I was sitting broke and my hip was broken. Dr. McBane rendered first aid. I was taken to Watts Hospital, where I lay three weeks in a plaster cast. I then came home, but the cast was not removed till September 11. I am now in a rolling chair and hope to walk by Christmas.

I want to thank all who have shown me any kindness. Some have given money, some nice things to eat, and other things. The Lord will bless each of you. Also, I have seen the faces of many dear ones who have helped me pass the hours of suffering; still there are other faces that I expected which I have not seen.

Dr. McBane has been fine to me; also Dr. McCutchins and others at the hospital. I can not say anything too good about the nurses at Watts. I never was denied any kindness I asked of them. Now, the Lord does not put more upon us than we can stand. Solomon's temple was destroyed and the people carried away into Babylon that they might be purified and fitted to rebuild the temple. So we have to be afflicted to be purified and brought closer to God. I want all who will to remember me in their prayers.

Respectfully,
JOE HATLEY.

Some Ways for Saving Gasoline

Millions of dollars could be saved annually by the automobile-owning public through a more strict observance of the factors that control the gasoline mileage offered by the average automobile. It was revealed in a survey on fuel economy completed today by the Chevrolet Motor Company.

A gain of from two to five miles on the gallon of gas could be affected, on the average, it was shown, if the motorist strict attention to the elements that govern fuel consumption.

The matter of economy has always been a factor of the uppermost importance with Chevrolet in the designing of its cars. Having the mileage to the highest point ever offered in a six cylinder car, Chevrolet sought to corral in this survey, the many seemingly unimportant details, which through carelessness or difference on the part of the driver, cut down the mileage that might be obtained through more intelligent of the car.

Manufacturers have been doing their utmost to make gains in the direction of greater mileage and now it is felt that with greater cooperation from the driver, motorists may ride millions of miles yearly at no extra fuel cost if the matter of watchfulness can make a sufficiently strong appeal.

Just how this attention to fuel economy brings its reward is illustrated in records of performances com-

ing in to the company's offices, which show that although the Chevrolet six is expected to run approximately 20 miles to the gallon, motorists in various sections of the country are getting 23, 24 and 25 miles through just a little added attention to the matter.

The majority of items to be watched are rather obvious to the average automobile owner, but through an inadequate appreciation of their importance, are commonly overlooked.

The survey sets down specifically a number of factors, which, if observed, should increase your mileage two to five miles to the gallon. They are:

1. When standing or waiting for the light to change, don't race your motor.
2. When you are to make a stop of more than a minute, turn off your motor.
3. Don't drive at excessive speeds unless the occasion demands. High speed travelling burns more gas.
4. Remember that the faster you drive the more gas you consume. So

when you find that you are about out of gas and are heading for a gas station, take it slowly and your chances for negotiating the distance will be greater.

5. When starting watch the choke. Don't drive with the choke out a moment more than necessary.

6. Be sure that your brakes are not dragging. This cuts down your mileage. Get your brakes inspected frequently.

7. Have your valves ground when they need it.

8. See that the idling adjustment on your carburetor is set at the proper point so that the mixture is not too rich. If it is not at the proper point it gives you inefficient idling performance and wastes gas.

9. Don't fill your gas tank full to the cap, some will escape through the vent in the cap.

10. Don't ride the clutch.

11. Watch gas line for leaks at joints. Check it periodically to see that fittings are tight.

12. Be sure that spark is in fully advanced position.

13. Avoid excessive use of brakes

in traffic.

Observance of these suggestions, the survey points out, will save money for the motorist and, add considerable mileage to your driving and reduce the number of necessary stops at the gasoline station.

Neutral

(From the Graham Messenger)
A woman, Mrs. Demarest is engaged in holding a revival meeting in Raleigh and is living good interest and large crowds. Years ago, according to the News and Observer, when the preaching of Mrs. Moon excited great interest Mr. J. H. Mills, editor of the Biblical Recorder was asked to express his opinion on women preaching. He replied that he was gratified to find nowhere in the Bible the command for women to preach and he certainly could find no place in that Holy Book that commanded Jack Mills to stop them.

Bill Williams finished his feat of pushing a peanut up Pike's Peak with his nose several hours ahead of schedule.

Men like these are testing your car



It used to be the custom for a man who wanted to buy a car to take a mechanic with him.

Today, General Motors itself employs skilled automotive engineers to make it easy for you to select your new car. These men are working for you at its Proving Ground—the 1268-acre outdoor laboratory in Michigan where every kind of car is tested.

Before any General Motors car goes into production, a fleet of advance models is constructed and sent to the Proving Ground. There these advance cars must meet every test—tests far harder than you would make. Sometimes they are rebuilt, redesigned, retested many times until they are pronounced *right*, and ready to be put into production.

The tests involve speed, power, endurance, braking, riding comfort, handling ease; fuel and oil economy; body strength and safety—every phase of car construction and performance.

Buying a car is easy today—because these men at the Proving Ground are working for you to assure you of value when you select a General Motors car.

GENERAL MOTORS

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General Motors (Dept. A), Detroit, Mich. What goes on behind the scenes in a great automobile industry like General Motors? The inside story is told in a little book with lots of interesting pictures. This book—*The Open Mind*—will be of value to every car buyer. It is free. Send the coupon. Check the particular products you would like to know about.

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