

New Cotton Fashions for Sports



FORGET your clothes, once you have them on! It is the key to chic, says Chanel, who recently went to Hollywood to advise on screen fashions. Chanel, whose name has long been synonymous with youthfulness in clothes, was one of the great Paris designers to sponsor the mode for cottons. New cottons and old favorites vie for favor in the showings of Paris this season.

It has the youthfulness and practicality of an American fashion. Braided cords are laced in the neckline and short sleeves for the only trimming note. Cottons in crash and homespun weaves are especially favored for sports. The tennis frock at the right is of yellow crash cotton. The omnipresent bolero jacket makes it adaptable to all around sports wear. Brown tie and belt are smart color accents, while the drawn-work lends the touch of hand finish distinguishing this year's fashions.

BUS COMPETITION HITS RAILROADS

Bankers Association President Asks If Unfair Aid Is Given Motorized Transport—For Rail Mergers.

NEW YORK.—Fair treatment for the railroads in respect to highway motor competition was called for by Rome C. Stephenson, President American Bankers Association, in a recent address here. He also strongly endorsed "sound economic railway consolidation" and praised President Hoover for his initiative in this respect. "I am very strongly of the opinion that one of the measures which would help materially to put back business where it ought to be is the Eastern four-system plan of railroad consolidation as announced recently following negotiations instituted by President Hoover," said Mr. Stephenson. "Its adoption by the Interstate Commerce Commission would tend to stabilize the transportation industry, facilitate operation and exert a favorable influence on business in general. "It is a fact well known to business leaders that our railroads are now facing a crisis. Not only do they need protective laws to meet competitive situations arising from increased use of our highways and waterways by other carriers, but they need unification such as the proposed four-system plan provides. Our President has acted wisely in assuming a leadership in this respect and his move deserves the support of every clear-thinking citizen."

Mr. Stephenson declared that the railroads have served this country "so superlatively well that we are prone in our public affairs to overlook our dependence upon them and our obligations to them. The past, present and future progress of the United States is inseparably bound up with their welfare. In neglecting just consideration for them we are even more neglectful of the public's best economic interests."

A Question of Public Interest

"We are confronted with the question as to how much more the public economic interest will stand an invasion of the welfare of the railroads by forces and difficulties not of their own creating and not within the scope of their own unaided powers to combat," said Mr. Stephenson. "I refer especially to new competitions that are undermining the hard-earned position of the railroads, not only with the aid of natural economic forces but also through the aid of government policies which, positively or negatively, tend to give these competitors undue advantages over the railroads."

"It goes without saying that the railroads have no right, nor claim any, so far as I have been able to discern, to complain at legitimate competition in the field of transportation, for the public is entitled to the best possible transportation at the lowest practical cost. But equally does it go without saying that this cannot be fairly brought about by using, or by failing to use, the taxing powers of government to enable competitive methods of transportation to do things they could not otherwise do as unaided private enterprises, particularly when such action impairs the invested rights held in good faith by great masses of our people in established enterprises that are serving the public well."

Mr. Stephenson said it was not his purpose to argue against such competitive transportation as the highway passenger motorbus and motor truck as such, when conducted under proper conditions and in keeping with public welfare and benefit. He declared, however, there is need for serious consideration whether such competition is being developed under conditions that are unfair to the railroads, because either the outright or obscure aid of government policy is the deciding economic factor in that competition.

Would Investigate Bus Traffic

Railroad rights of way, he declared, represent tremendous capital investments, on which the railroads have also heavy current costs to meet. "They pay every day a million dollars in taxes and most of this is on their rights of way," he said. "Also they spend daily over two million dollars additional for the proper maintenance of way." He asserted that the motorbuses have not had to pay for their rights of way in any sense that the railroads paid for theirs.

"They have simply taken possession of public highways built by public funds, both state and national," he continued, "and they have extensively made those highways vastly less comfortable, less safe and less serviceable for private motorists and others who are contributing chiefly to their creation and maintenance."

Mr. Stephenson declared that all these matters should be thoroughly inquired into by competent public bodies, both state and national, with a view of determining the equities and basic public economic interests involved, "particularly in respect to their effects upon the nation's railroads."

"I venture to say," he added, "that such inquiries would show whether it is to the public interest to let things remain as they are, whether the situation calls for a new basis of motorbus and truck taxes to satisfy the equities of the case or whether it would call for such drastic action as the exclusion of this traffic from our public general highways, and the requirement that, even as the railroads, it provide as a part of its own private capital investment its own rights of way and for its own maintenance of way out of operating income."

THE COMMUNITY AND ITS BANKS

By ROME C. STEPHENSON President American Bankers Association While upon the individual bankers there rests without qualification the direct responsibility for the prudent, honest conduct of their institutions, nevertheless the soundness of banking as a practical matter of fact is a community problem in which the public has a part to play as well as bankers and government officials charged with the supervision of banks.



In the first place, the assets of a bank, outside its government bonds, consist mainly of loans to business men and of investments in securities created by corporate enterprises. The deposits of a bank are not kept in the vaults as idle cash but are employed in these loans and investments to earn the money to pay the expenses of the bank so that it can render services to its customers and also pay them interest on such deposits as bear interest. If there were no such thing as unsound business men or enterprises there would be no such thing as unsound assets in a bank.

It is of course the unquestioned duty of the banker to choose only sound loans and investments, but the difficulty of such judgment, and human judgment is never infallible, is plainly increased in such times and under such conditions as we have been passing through, with many businesses not making expected earnings and therefore hampered in meeting their obligations. Unfortunately some investments and loans created by persons outside the banks which found their way into the banks in a relatively few instances have reflected the unwise business policies and conditions that became more than usually prevalent in our business activities and contributed to the difficulty of banking. The vast bulk of bank assets, however, are 100 per cent sound above all question.

"Hard Boiled" vs. "Easy" Banker

In another aspect the people of the community have a part to play in maintaining the soundness of their banks, and that is through the medium of patronage. The existence of a bank is dependent on public patronage. If only those banks were patronized in which the most careful policies were practiced and the most conscientious and able men in charge, it would go far toward maintaining the standards of banking. If business men in a community when refused loans by their banks for good and sufficient reason because conditions are not favorable, thereupon withdraw their business to banks where less careful methods prevail, they clearly contribute to the creation of a less sound banking situation.

Also if, in the heat of competition, a banker offers higher interest rates or more free service to attract customers than the earnings of conservative banking justify, and is encouraged by the patronage of the public as against a more conservative bank, obviously the public is again playing a part in bringing about a less sound banking situation. It is an unfortunate fact that the banker who is strict, "hard boiled" if you please, is liable to be less popular than the "easy" banker, and by that same token the public itself has a voice in influencing the character of banking. Also it is the public in the end which pays the main part of the penalty if unfortunate results follow.

Still again the public can exert an influence in shaping the character of banking by supporting the purposes of bankers to maintain intelligent, independent, honest banking supervision by the public banking departments through insisting that this function of government shall be kept as free from political influence as the judiciary itself and shall be manned only by men of the highest ability and character.

In still another way can the people themselves contribute to maintaining the ability of their banks to meet their obligations, and this is by granting them the fullest possible confidence. As I said, the deposits are not kept as cash but are invested in loans and securities. Even the soundest assets of this type require some time to recover at full value into cash deposits. In many cases of bank troubles the only thing wrong with a bank was an unduly suspicious and apprehensive state of mind in its customers created by no act or condition of its own but by baseless rumors which sometimes led them to destroy the value of their own deposits by demanding them immediately, forcing a bank to sacrifice its assets and otherwise disrupt its financial operations.

Bankers' Help

During the year 1930 the Bankers' Association of Langlade County, Wisconsin, worked out the finances for a cooperative milk plant, which entailed the raising of \$100,000, and also sponsored an active 4-H-Club campaign that culminated in an "Achievement Day" program, in which upwards of 400 young people participated. The increase in the number interested in this work was 200 per cent over the past two year period.

Sheer Cottons Favored Anew



EVER so feminine and amazingly smart, the new sheer cottons lend themselves graciously to the spring mode. Backed by the most famous names in Paris, and adopted enthusiastically by society women at the smart winter resorts, these fascinating new fabrics bring us once more the picturesque modes of yesterday. The models above—appropriate for the tea-time hours, reveal the charm of these winsome fashions for the modern girl.

At the left, a richly embroidered batiste is shown in the long graceful lines fashionable for late afternoon. In an ethereal shade of blue, the frock adopts quaint ruchings of organdie in the tiny sleeves and youthful collar. White organdie hat and the new Sabotin fabric gloves, make it appropriate for garden parties or afternoon receptions. A charming air of sophistication is expressed in the other model for spring time dancing. It is of black organdie—"tremendously smart," say Paris—and achieves youthful gaiety in the scattered sprays embroidered in rose and lime green. The novel "gloves" of black organdie introduce a certain quaintness, for they have been copied from a pair of grandmother's lace mitts.

Two Outstanding Extra Specials AT McNEELY'S For Saturday

NO. 1 EVERY LADIES' \$1.00 HOUSE DRESS IN THE STORE SATURDAY ONLY 79¢ Fruit-of-the Loom and Wirthmor, all guaranteed Fast colors. Sizes 14 to 46.

NO. 2 EVERY \$5.00 DRESS IN THE STORE ON SPECIAL SALE FOR SATURDAY ONLY \$3.95 We have 65 of these Dresses in Pastel and Printed Crepes, Chiffons and Shantung, one and two piece models. Sizes 14 to 44.

J. C. McNeely & Co. (Incorporated) STYLE — QUALITY — SERVICE

Read The Courier Want Ads.

**SPECIAL**  
On all permanent waves \$5.00 And Up  
Also on scalp treatments and facials.  
Shampoo and Finger wave \$1.00  
Shampoo and Marcel \$1.00  
Phone 205  
Bertie Beauty Shop  
Elam Hawkins, Mgr.  
FOREST CITY N. C.

Take **CARDUI** THE WOMAN'S TONIC

**How Sugars Differ in Degrees of Sweetness**  
Corn sugar or dextrose is one of the three carbohydrates most important as food. A bushel of corn will produce approximately 25 to 27 pounds of dextrose. It cannot be distinguished from ordinary granulated (cane or beet) sugar in appearance.  
The other two sugars referred to are sucrose or ordinary sugar, and levulose, the finest of all sugars, large quantities of which are consumed in honey and sirup, and the sugar which is the most easily assimilated physiologically.  
The relative sweetness of the three sugars rates as follows: Dextrose, 74.3; sucrose, 100; levulose, 173.3. The United States bureau of standards originally developed dextrose for its low sweetening power. Since it has been produced in the form of granulated sugar its sweetening power has greatly increased. It is used to adulterate beer and sirups.  
**How Cities Are Improving**  
Evidence that at last "some cities are pulling out of their dreadful frontier" is beginning to appear, according to a report of the committee on city and regional planning of the American Institute of Architects, made public by the president of the institute, Robert D. Kohn.  
"The pioneer era of ugliness is passing," the report says.  
"Major traffic street plans involving the expenditure of hundreds of millions of dollars have been completed in 144 cities, and started in 64 cities.  
"Both small and large cities increasingly seem to appreciate provision of playground for both children and adults with the centralization of children's playgrounds at schools."  
Screen Doors, \$1.80. Farmers Hardware Co., Forest City.

**FOREST CITY COURIER**  
FINE JOB PRINTING 'PHONE 58

**JOB PRINTING**

Business Stationery Cards Envelopes Statements Circulars Booklets Programs

Prompt Service You receive your order on time.