



Why the South has economic health

SOUND prosperity arises only from the prosperity of many different types of industry. Sections of the country that are dependent upon one business or one crop sometimes have extraordinary prosperity; and they also have hard times. But it is those sections where production is diversified that have real economic health.

The present prosperity of the South springs from many different sources. This is seen from the record of freight carried by the Southern. Last year this traffic was made up as follows:

	Per cent of total tonnage handled
Products of agriculture and animals	10.65
Coal	28.90
Clay, gravel, sand and stone	10.22
Other mine products and minerals	3.62
Forest products	16.80
Manufactured products and miscellaneous goods	24.03
Merchandise in less than carload shipments	5.78

Just as the diversification of Southern industry has brought the South economic health, so also the diversification of the Southern's traffic should tend to stabilize its revenues and make its securities attractive to investors in the South.

SOUTHERN RAILWAY SYSTEM

The Southern serves the South

25 LOTS IN PARK SECTION WILL BE SOLD FRIDAY, 9TH

C. P. WILKINS OFFERS NICE RESIDENTIAL TRACT

Woodlawn development, in the Franklin Park section, will be sold auction Friday morning by the C. P. Wilkins Land Auction company. All city improvements are given by the owners as an added feature to the property, including city water, lights, sewerage, and telephone connections.

The sale begins at 10 o'clock with free band concerts as a usual attraction, and Ford car to be given away.

NOTICE

The sealed bids will be received by the Board of Road Commissioners of Transylvania County on Monday, August 2, 1926 at 12:00 o'clock for the following described highway work in Transylvania County, North Carolina.

The construction of approximately one fourth (1-4) mile of 16 feet of public road in Eastatoe Township leading from a point on the East Fork Road and running thence in a North direction to the proposed new bridge at Morgan Mill Shoals across the East Fork of the French Broad River. Also to remove and repair the present bridge across the East Fork of the French Broad River known as the East Fork Bridge and rebuild same at the Morgan Mill Shoals.

Details, measurements and specifications of said road and bridge can be obtained from T. D. Grimshawe, Engineer at his office in Brevard.

Bond will be required for the building of the road.

We reserve the right to reject any and all bids.

BOARD OF ROAD COMMISSIONERS OF TRANSYLVANIA COUNTY.
3tc 8-15-22

CARD OF THANKS

I wish to thank my many friends for the numerous and valuable contributions I received in my time of distress when my home burned.

T. L. GARREN.

IN MEMORY OF A. A. BRIDGES

Christ said to the company of women who followed Him when He was about to be crucified: "Daughters of Jerusalem, weep not for me, but weep for yourselves and for your children."

I think we could well afford to use the same expression in reference to Brother Bridges. Instead of weeping over his departure, we should rejoice that he has left this life of suffering and is now at rest in the Paradise of God. And if we weep it should be because of the fact that we and our children are left to battle against sin and the many pitfalls which surround us if we are to live the life Brother Bridges did—a true, devoted, consecrated Christian life. Just a day or two before he died, Brother Bridges told his pastor and the devoted companion of his life, that he was very happy and had no fear of death. So, instead of mourning, we should rejoice that he has left this tabernacle of clay and has gone home to be with Jesus.

Mr. Bridges was born March 30, 1856, at Boiling Springs, in Cleveland County, N. C. At an early age he went into railroad service as a section laborer, gradually working his way up to section foreman. When the Transylvania railroad was being extended from Rosman to Lake Toxaway in 1903, he came to this county, and had charge of a crew of men engaged in laying track on the newly graded road. After the road was completed, he soon became section foreman on the Transylvania line with headquarters at Quebec, and lived at this place for eleven years. Then he moved to Etowah, and from there to Brevard about three years ago, still being section foreman on the Transylvania railroad. It was while Brother Bridges was at Quebec that I became intimately acquainted with him, and during all these twenty-three years my estimation of his true Christian character has remained steadfast. He was a true man in every sense of the word, upright, faithful, honest and devoted to all kinds of work which in any way made for the happiness and prosperity of mankind.

Three things he did before his death that must have given him a great deal of satisfaction and which

are worthy of emulation by those of us left behind: (1) He provided his children who were old enough with a good High School education; (2) he furnished his family with a nice, comfortable home; and (3) he left enough insurance for the benefit of his companion to assist her in providing for those left dependent upon her for support.

I believe it was in a sermon by DeWitt Talmadge several years ago that I read these words: "I cannot see how any man can be satisfied walking the streets of the New Jerusalem with his wife here on earth bending over a washtub to provide a living for his children, if during his lifetime he could possibly have provided some insurance for the benefit of his family after his death."

A great many men are not nearly so prudent in making provision for the needs of their families after they leave this world, and as a result many are left in dire circumstances when a little extra effort and forethought would have changed lives of drudgery into those of contentment and happiness. So I repeat that Brother Bridges, after accepting Christ as his Savior, did the three next most important things for his family—educated his children, provided the family a good house and made some provision to aid them after his death.

The sketch in last week's News gave a better history of Mr. Bridges family than I could give, but I feel that I should record these facts as a partial measure of my devotion and practical to him and his family for the close, friendly relationship that has existed between us for nearly a quarter of a century.

—W. B. HENDERSON.

WHAT'S IN A NAME?

Kid gloves are made of lamb-skin.

Turkish baths are unknown in Turkey.

Irish stew does not exist in Ireland.

Catgut is really sheepgut.

There is no lead in lead pencils.

Camel hair brushes are made of squirrel hair.

Java coffee comes from South Africa.

Egyptian cigars contain Turkish tobacco.

Brussels carpets never come from Brussels.

There's no wax in sealing wax.

Absolute Auction

FRIDAY, JULY 9, 10:00 A. M.

FREE :- FORD CAR :- FREE

25 High Class Lots Woodlawn Development

Franklin Park Section

BREVARD, NORTH CAROLINA

All City Improvements

Easy Terms

USUAL ATTRACTIONS

SALE CONDUCTED BY

C. P. WILKINS LAND AUCTION COMPANY

OUR MOTTO "IT'LL GO"