

The News-Record

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NON-PARTISAN
In Politics

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EDITORIALS

Under the present set-up, it
doesn't take long after Christ-
mas to kindle the fires under
the political pots.

THE INSTITUTE
OF GOVERNMENT

In our opinion the Institute of
Government at Chapel Hill,
Prof. Albert Coates, director,
is one of the most helpful func-
tions of the University. Prof.
Coates is doing a great work
and we wish we had some way
of conveying to our readers
what it is all about. But if we
were to take the space to print
in full his recent report of the
progress, aims, and objectives
of the Institute, only a very
few would read it. Those who
are interested may obtain a
free copy by writing the Insti-
tute.

LIPPMANN ON
ROOSEVELT SPEECH

Walter Lippmann is one of
our most level-headed writers,
and we respect his judgment,
agreeing with him in many
matters; but it seems to us that
he went rather at length to
condemn the President for us-
ing the radio in presenting his
message to congress last week.
His chief argument against
such usage was that it was de-
livered at an inopportune time
in the week and did not give his
critics or newspaper men in
general, time to discuss it be-
fore it had been presented to
the people. Such a criticism
would have been amply justi-
fied had it been on the eve of
an election. If the national ec-
lection had been scheduled to
be the following day, it would
have been very unjust; but,
coming as it did, nearly a year
before the election, certainly
there is ample time for the op-
position to express any propa-
ganda it may wish to, and have
plenty of time for all kinds of
reaction and assimilation. We
feel that Mr. Lippmann could
have used his space to a better
advantage than in this particu-
lar criticism of the Presi-
dent's speech. Whether the
speech was for political pur-
poses or not, it is to be ex-
pected that when any person in
public life offers anything that
appeals to the people, that the
opposition will call it a political
appeal. Certainly the finan-
cial condition of our country
is more encouraging today than
when Mr. Roosevelt took office.
How much of the policies of the
"New Deal" has been for poli-
tics, and how much sincere de-
sire for general welfare, may
never be known. But that
would be true of any public
official, be he a Democrat, Rep-
ublican, Socialist, or what
not. Mr. Lippmann is suppos-
ed to be non-partisan in his
views. However, we can guess,
with considerable assurance
that we are right, as to now he
will vote.

SUPREME COURT
BLOCKS "NEW DEAL"

The United States Supreme
Court handed down its opinion
Monday declaring the AAA
(The Agricultural Adjustment
Act) unconstitutional. Especial-
ly for the farmers of our
country, this was one of the
most important decisions ever
handed down by that distin-
guished body. Whether one fa-
vored all the policies of the
"New Deal" or not, checks
coming in from the government
to the farmers have been quite
acceptable. According to fig-

ures in The News and Observer
the total increase of North Car-
olina farm income under the
AAA during the last three
years has been \$416,784,193-
.00. Volumes have been writ-
ten in the daily papers about
this decision and the effect it
will have on farming and busi-
ness in general. Those who
favored the "New Deal" are
seeking some other way to aid
the farmers since the Supreme
Court has killed this act. Just
what can be done has not yet
been determined. It is to be
noted that the decision was not
unanimous, but was 6-3. If
members of the Supreme Court
are divided in their opinion as
to such an act, certainly the
ordinary layman, such as we
are, may be excused from ex-
pressing an opinion. Many of
those who have benefitted from
the act are bitter in their de-
nunciation of the decision.
However, it is not for the Su-
preme Court to approve or dis-
approve an act, but rather to
say whether or not it is consti-
tutional. To our way of think-
ing, this means that if what the
"New Deal" has been doing
for farmers is desirable from
every standpoint, if it repre-
sents progress and general wel-
fare, but can not be exercised
because of its being unconstitu-
tional, our inference is that the
next step will be a change in
the constitution. Just what
kind of change will be offered
is not yet known. It is quite
possible that this instrument,
wonderful as it is, and having
served so wonderfully in the
past, is not fitted for modern
times. Certainly America, and
the world, are not what they
were when the constitution of
the United States was written.
Those who framed that instru-
ment in bygone days under-
stood government to be a very
different thing from what it has
developed to be. In those days
government was not supposed
to interfere with business at all,
or in any way control it; but
little by little it has seemed
wise for government to step in-
to the control or regulation of
many enterprises. For instance
for many years railroads have
been regulated by the Inter-
state Commerce Commission.
In former days, public schools
were hardly known. Only the
wealthy were privileged to be
educated, private tutors being
employed. Little by little, dis-
tricts voted special taxes, un-
til today the public schools of
North Carolina are operated
entirely by the State. Govern-
ment controls other public util-
ities, such as telephones and
telegraphs, airships, radio,
steamships, and interstate bus-
es. More and more as the pop-
ulation increases and improve-
ments are made, government
will have more and more to do
with the operation and control
of matters. It may be unconsti-
tutional for the government
to levy processing taxes to
raise funds with which to pay
farmers "parity prices." If so,
it seems to us it should also be
unconstitutional for industries
to be protected by high tariffs.
But we are already venturing
into a discussion of matters
that are too deep and broad
for us to begin, in our little
space, to discuss intelligently.
Our sympathy is with the hard-
working, honest man who is
trying to make a living for him-
self and family, and who is
handicapped by any cause, be
it government or what not, that
prevents him from having a
reasonable amount of this
world's goods.

LOST & WANT ADS

25 words or less 30c per one issue—
\$1.00 for 4 issues. Additional words
1c a word an issue.—CASH First.

NOTICE!

If you need any first class
Plumbing or pipe repair work
to be done, call—

WILLIAM HOLMES
Rector Hotel
Marshall, N. C.

GIRLS WANTED

To learn Beauty Culture. Oppor-
tunity awaits you in this highly paid
profession. Positions secured.
Special offer for January class. Earn
while learning. Write today for free
catalogue and information. CON-
TINENTAL COLLEGE, High Point,
N. C.
11-11-35

Mrs. Harriet Patch of Salem, Mass.
celebrated her 100th birthday by de-
monstrating she could knit, sew, and
read without the aid of spectacles.

666 checks
COLDS
and
FEVER
first day
HEADACHES
in 30 minutes
Liquid-Tablets
Salve-Nose
Drops

COUNTY
FARM NEWS
By Your County Agents

WINTER CARE OF POULTRY
It is safe to say that poultry of
some kind is found on every farm in
Madison county and is kept by most
people living in towns. Due to the
prevalence of this enterprise several
factors will be treated briefly in this
article. Since chickens are by far the
most numerous in the county most of
what is said will have to do primarily
with hens. According to the popula-
tion of Western North Carolina there
is 135 hens to every 100 people. We
need more good hens properly cared
for.

It is a common expression to hear
farmers say their hens have gone on
a "strike." More technically speak-
ing one could say the hens are taking
their "winter pause" now. Half of
us are not getting enough eggs for
our own use. There are several good
causes for this non-production.

Let me state first that we be not
guilty of blaming the hens when we
are mainly responsible. A good hen
able to survive the cold winter
weather just experienced is capable
of laying eggs in spite of zero under
proper conditions. Your neighbor's
flock just across the fence is making
a profit now, so why are your hens
failing to pay for the feed consumed?

Allow me to enumerate a few
causes:

1. PROPER HOUSING.

A hen is not as ruggedly contin-
tuted as a steer, and for that reason
cannot do so well when exposed to
similar quarters. A tree is not as
bad in many respects as some of our
wide-open houses. Laying houses
should be constructed economically
with open wire fronts, but not big
cracks in back of roofs to cause
drafts besides unnecessary chilling.
This can easily be prevented by a
little work on your part. A curtain
of some kind can be used in front
of roosts or over screen to make
more comfortable during freezing
weather. When a hen has to use all
her energy from feed to keep warm
no eggs can be expected. How easy
it would be for most farmers to give
their hens a break by better houses.

2. BALANCED FEEDING.

It has been proven beyond a doubt
with experiments hens should be fed
laying mash during the winter
months. Too many flocks in this
county get no mash anytime with the
limited amount of scratch grain fed
daily. Keep in mind the statement
made previously in this paper that
any enterprise you keep on the farm
is worth keeping right. This saying es-
pecially applies to feeding. A hen
needs at least 4 oz. of mash and grain
daily, or will consume about 90 lbs.
feed yearly. In winter when snow is
on ground feed must be supplied as
there is little to pick up or scratch
out.

The long cold winter nights make
it pertinent that hens should be fed
at day light, or at least the first
chores in the morning. Regularity of
time and sameness of feeds are most
essential factors. Do not change
feeding during cold weather or hens
will be apt to molt, and drop in egg
production.

Eggs are 65% water, and we know
hens will not drink enough ice cold
water. In freezing weather water
should be changed several times daily.
Water with chill removed is a
good tonic on cold days.

By all means a hen should be fur-
nished with extra teeth during winter.
I am referring to the grit and oyster
shell needed to help digest feed and
make egg shells. During nice weather
when hens are out this is not so
important.

No mention has been made of sani-
tation, health and many other factors
to ever look out for in successful
poultry farming. Experience is the
best teacher. The longer you keep
a losing enterprise the more in debt
you go.

This county due to climatic ad-
vantages is a potential poultry cen-
ter. Hens ought to lay the year
around. Try to make your flock more
profitable by giving your hens a bet-
ter chance. Allow this office to ad-
vise you anytime to keep from hav-
ing to buy so many eggs.

TOBACCO INCOME UP

With the price of burley tobacco
higher than in recent years, a good
profit has been realized by most grow-
ers. The sales from markets show
an average of about 25c per pound,
a few lower, and some higher for all

sales from the farm.

Due to the fact all tobacco can be
sold by contracting farmers this
year the price is a little lower than
it would have been for the better
grades of tobacco. It is a mistake
to sell tobacco that will not bring
at least 7c per pound.

The farm income from the tobacco
crop in the United States is up \$13-
000,000 over the 1934 crop.

The average price of all types of
tobacco produced in 1932 was 10.5
cents per pound. The present esti-
mate is that the 1935 crop will aver-
age 18.5 cents a pound which is a-
bout the same as the average annual
price over the five-year period 1925-
1929.

TOBACCO SEED

There is a limited supply of tobac-
co seed on hand in this office. The
varieties we have are the same as
handled previously, and are root-rot-
resistant seeds. The price is 50c per
half ounce. We will be glad to fur-
nish you with this seed at any time.

TAKING INVENTORY

We are now beginning a new year
so let's begin it in the right way.
The only way to know what we
have done during the year is to take
an inventory of what we have at the
beginning of the year and keep ac-
curate records during the year and
then make a closing inventory. Then
you have it all summed up ready to
determine profits or loss.

Then if you will deduct the farm
expenses from the farm receipts it
will leave you the total farm income;
from this you can get the operator's
labor and management wage, re-
turn on investment, and rate earned
on investment.

If you will go to any merchant or
groceryman you will find he is tak-
ing or has taken a complete inventory
of all his stock of goods. This is
the only way he has to determine his
profits or loss for the year. He has
his store to earn him a livelihood and
depends on it for that purpose.

If you depend on your farm for a
livelihood it is not also worth mak-
ing a dependent business and treat
it as one. Then if you are to know
how much your farm is paying, you
must take an inventory and keep a
farm record.

The new farm record books are
here now and the new application
forms for County Demonstration
Farms.

Remember they must be in and ap-
proved before March 1, 1936. Don't
wait too long.

.. chest
COLDS
yield quicker
to this direct
VAPOR-
POULTICE
ACTION
Just rub on
VICKS
VAPORUB
ACTS TWO WAYS AT ONCE

MARS HILL

HOLIDAY TRAVELINGS

In spite of the extreme cold wea-
ther during the holiday season, there
was much travelling to and from the
Hill.

Dr. and Mr. R. L. Moore and Mr.
and Mrs. Ernest Moore spent the
first week of the holidays in Florida.
Professor and Mrs. John McLeod
and family spent about ten days with
relatives in Greenville and lower
South Carolina.

Mrs. J. B. Huff and son, Henry
Blair, and sister, Miss Ireland, spent
two weeks in Florida.

Mr. and Mrs. Coker spent the hol-
idays in Simpsonville, S. C.

Mr. and Mrs. Philip Dixon and fam-
ily went to their old home at Walston-
burg.

Miss Ruby Edwards went to visit
her sister, Mrs. Wiley Mitchell, near
Raleigh, and upon her return last
week, brought back her mother who
had spent the past month there.

Franklin Wilkins, medical student
in Philadelphia came home for the
holidays.

Dr. and Mrs. George Leiby and
son, of Bryson City, and Dr. and
Mrs. Walter Wilkins, and daughters,
of Nashville also joined this family
circle and that of Mr. and Mrs. R. S.
Gibbs.

Mrs. Bob Allen also spent the hol-
idays here with her parents.

Mr. and Mrs. D. E. Poole and son
visited Mrs. Pool's parents, Mr. and
Mrs. L. A. Bryson.

Dr. Robert Robinson, of Atlanta,
spent a few days at home.

Bruce Sams, also of Atlanta,
spent the holidays at home.
Mr. and Mrs. Oscar Sams, Jr. and
daughter, of Knoxville, visited Dr.
and Mrs. O. E. Sams.
Mr. Clifford Wilson of Durham vis-
ited relatives here.
Jack Sines went to Snow Hill

WE INVITE YOU TO TRY 10 CAMELS NOW!
READ OUR INVITATION TO YOU
Smoke 10 fragrant Camels. If you
don't find them the mildest,
best-flavored cigarettes you ever
smoked, return the package with
the rest of the cigarettes in it to us
at any time within a month from
this date, and we will refund your
full purchase price, plus postage.
(Signed) R. J. Reynolds Tobacco
Co., Winston-Salem, N. C.
I ENJOY CAMELS MORE
CAMELS MUST PLEASE YOU... OR YOU PAY NOTHING!

S. S. RALLY HELD
AT PAINT FORK

Next Meeting At Bethel, Feb. 2
The French Broad Baptists held
their monthly S. S. Convention with
the Paint Fork Baptist church, Jan.
5th at 2 p. m.
The Introductory sermon was
preached by Rev. F. W. Morgan. The
Standard of Excellence was discus-
sed by Zilla Ghandier, Clyde Srouce,
Iva Glen Roberts Hilliard Higgins, Will-
ard Higgins, F. W. Morgan, J. A. Mc-
Leod, Eugene Coker, Howard Ball
and W. L. Phoenix. Twenty six
churches were represented by letter.
The next meeting will be held
with the Bethel Baptist church, Feb.
2nd at 2 o'clock in the afternoon. A
large number of churches are expect-
ed to delegate to this meeting. Ev-
erybody talk up this meeting. Let's
make it the best one we have had yet.
FRED JERVIS, Supt.

HOT SPRINGS

Mrs. Vern Church, who has double
pneumonia is thought to be improv-
ing from her serious condition.
Mrs. Sue Church who has been
sick also is thought to be about the
same.

Born to Mr. and Mrs. Raleigh, Jan.
3rd a son, named Dan McGregor.

The Ladies Missionary Society met
Tuesday afternoon, Jan. 7th at the
home of Mrs. Glenn Brooks. Plans

Lady's Painful Trouble
Helped By Cardui

Why do so many women take Car-
dui for the relief of functional pains
at monthly times? The answer is
that they want results such as Mrs.
Herbert W. Hunt, of Hallsville, Texas,
describes. She writes: "My health
wasn't good. I suffered from cramp-
ing. My pain would be so intense it would
nauseate me. I would just drag around
so sluggish and 'do-less.' My mother de-
cided to give me Cardui. I began to mend.
That tired, sluggish feeling was gone and
the pains disappeared. I can't praise Car-
dui too highly because I know it helped
me." If Cardui does not help YOU,
consult a physician.

WE DRIVERS
A Series of Brief Discussions on Driving, Dedi-
cated to the Safety, Comfort and Pleasure
of the Motoring Public. Prepared
by General Motors
No. 7—SLIPPERY WEATHER
ICE AND SNOW always bring problems for drivers. These problems are the
result of less friction. And that is interesting, because usually we are try-
ing to reduce friction all we can. We use ball and roller bearings to overcome
friction. We smooth and polish parts to reduce friction. We put oil in our cars to avoid friction. But we
can't get along without friction, just the same.
For, after all, we wouldn't start a car, we couldn't
stop a car, we couldn't turn a corner, if it weren't for
friction. The friction between the road and our rubber
tires is what gives us traction.
Most of the time we have plenty of traction. But
in certain climates every year, winter comes blowing
and blustering down from the North, and the first
thing we know he has spread ice and snow over our
roads, and our whole traction condition is changed.
But automobiles are pretty well prepared for these
days to meet any conditions. All we have to do is
adjust ourselves to these changed circumstances.
For instance, many skillful drivers start their cars in high gear on very
slippery, icy streets. Ordinarily this would be a bad thing to do. But when
our tires have to start us going on slippery ice or
snow, starting in second or "high" is harmless and it
does help to avoid spinning wheels, side slipping and
difficulty in getting under way. If you haven't tried
this after stopping at intersections, you may be sur-
prised to find out how much more quickly you get
started again. Only remember to engage the clutch
very slowly.
This business of starting in slippery weather can
be quite a problem. But stopping is even more so.
However, most good drivers agree on one method
that they find quite satisfactory. First of all they
begin to slow their cars down at quite a distance
from where they want to stop. They press the brake
lightly at first and release it almost at once. Then
they press again and release quickly. By a series
of brief, moderate brake actions, instead of one continuous pressure, they
gradually reduce speed and can usually stop without skidding.
"Many of the best drivers always make it a point
not to disengage the clutch as soon as they apply
their brakes, but to wait until the car has almost
stopped. While this is their general practice, they
say it is especially important on slippery roads, as
they claim it reduces the chances of skidding. But
if we use this method there is one thing we must look
out for: We have to remember that on a slippery sur-
face it is very easy to stall our engine by using our
brakes when the clutch is still engaged.
Outside of starting and stopping, most winter skid-
ding is at turns and curves. Many good drivers tell us
that they treat every slippery curve or turn as though
it were going to be a stop. In other words, they ap-
proach curves using the very same system of short,
moderate brake actions. The result is that when they reach the curve they
are going so slowly that they can actually give the engine a little gas and put
more power in the wheels. With power turning the
wheels, we are not so likely to skid.
After all, the main thing to do about driving in
slippery weather is just what we do about walking in
slippery weather. We are all pretty careful about
that. The first thing most of us do when we go out on
a slippery morning is to put out one foot cautiously
and get the feel of the surface to see how careful we
have to be. The best drivers we know do practically the same
thing with their cars. The first
thing they do after they get
started, is to test the surface.
They make sure that there are
no cars too near, and then they gently apply the
brakes. If they don't skid they resume speed and
apply the brakes again—this time a little more firmly.
In this way they determine the surface and know the degree of caution they
must exercise to be safe. This seems like a very sensible idea.