

CAROLINIANS—Know Your State!

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COLONEL PATRICK FERGUSON'S GRAVE, KINGS MOUNTAIN

ON October 7, 1780, American forces, about 1000 in number, under the leadership of Colonel Campbell, surrounded Kings Mountain where Colonel Ferguson had posted a thousand men. Ferguson had boasted he was king of the mountain and not even the Almighty could drive him from it. Before sundown Ferguson and 119 of his men were slain, 123 wounded and 664 taken as prisoners. All British arms and supplies were captured. The American loss was 28 killed and 62 wounded. The victory was the turning point of the American Revolution.

The 150th anniversary of the Battle will be celebrated on the battleground in York County, South Carolina, on October 7, 1930, with President Hoover as the guest of honor and the principal speaker. (Actual fighting took place on South Carolina soil.)

The cut above shows the grave of Colonel Ferguson, brave leader of the British forces in the Battle. This cairn, perhaps a unique one in America, has been built by thousands of people. Each visitor to the battleground, following an old custom, casts a stone on the pile until it has grown to the proportions shown in the above picture.



THE FAMILY DOCTOR
By JOHN JOSEPH GAINES, M.D.

SERIOUS WARNINGS

Big headlines in the late newspapers announce that several hundred citizens have become paralyzed from drinking "jake" or tincture of Jamaica ginger. This is a somewhat surprising conclusion, but, even science cannot know everything; we are learning day by day, often by very painful and afflicting experience.

Of course alcohol is the preserving agent in all vegetable tinctures. "Jake" is a medicine, pure and simple. It has no mortal use as a beverage; the guzzler of this poison must expect to take the consequences.

The purpose of this letter to my readers is, to warn against the use of any unnecessary thing. Life and happiness are too precious to be fiddled away in foolish habits. The man or woman without sense enough to obey the law of self-preservation—a law which even dumb brutes recognize—must expect to reap the fruits of such serious folly.

Can legislation put sense in the human head? Or would teaching be better? Can I compel my neighbor to abstain from being a hog? Must I imprison him for months and years in order to educate him? These are vital questions, capable of shaking the foundation of a republic. Wars have resulted from disputes over less vital things.

I shall never swear out a warrant for any man's arrest who does not interfere with my rights unjustly. But I have a right to say to my patient, my friend, my neighbor, "If you are no better custodian of your most precious possessions—life, health and happiness—than to fritter them away drinking "jake and corn whiskey, then take the consequences, and blame nobody but yourself." I might say that tincture of acornite would do a quicker, cleaner job for you—and save your family a lot of worry! I have no use for "jake" even as medicine.



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HEIGHT

In flying to a height of 43,166 feet, more than eight miles up in the air, Lieut. Apollo Soucek of the Navy has set a record which will take some beating.

Only by the use of compressed oxygen in a tank, inhaled through a tube, and an oxygen super-charger to insure combustion in the engine, was Lieut. Soucek able to do the stunt at all. Capt Hawthorne Gray of the U. S. Army, who rose to 42,470 feet in a balloon, three years ago, died from lack of oxygen in the rarefied atmosphere of that great height.

All of the talk about voyaging to the moon, whether by airplane, rocket or other device, is so much moonshine, in view of the impossibility of carrying enough oxygen along, to say nothing of the intense cold of interstellar space, somewhere around 460 degrees below zero.

LAND

A young woman of my acquaintance was surprised recently on getting home from her daily work as a stenographer to find a young man waiting to ask her who her grandfather was. When she told him, he informed her that the title company which he represented was prepared to pay her and each of her five living sisters, aunts and uncles \$200 each to sign a suit claim deed to a strip of land one inch wide and eighteen feet long.

That price was a "nuisance value," but there are several pieces of Manhattan real estate which have sold for as much or more per square foot, for office buildings. It no longer pays to build under 30 stories high in old New York. And the reason for the high land value is the growth of population. Every new comer to the city adds an appreciable amount to the value of every foot of land.

COMMERCE

I went into a grocery store in a little Massachusetts town the other day to buy some matches. The salesman handed me a package which was marked "Made in Russia." In the same shop window I saw some canned corned beef, cooked and packed in Uruguay. In a store in New York recently my daughter bought a raincoat made of silk which had first been woven in Japan and sent to Scotland to be waterproofed. Wearing that, she drove to a country house on Long Island where the refreshments served included tea from India and biscuits from England.

For every dollar's worth of goods the United States sells abroad we must eventually buy a dollar's worth from the country which we buy from. That is the long and short of all the talk about tariffs and imports and the export trade.

SHIPS

The Germans now hold the record for speed of trans-Atlantic ships, but both the United States and England are preparing to take it away from them. The Cunard Line, which is the oldest of all ocean steamship lines, announces that it will build a craft 1,000 feet long, carrying 4,000 passengers, which will make a

LAKE WACCAMAW—Furnished six room cottages on the water front, for rent by the week. Wire, phone or write, Oscar H. Gh, Whiteville, N. C.

speed of 300 knots an hour and will cost between 20 and 25 million dollars. A knot, by the way, is a nautical mile, which is 300 feet longer than the land mile; so a speed of 30 knots means 34 1-2 miles an hour.

The U. S. Shipping Board in conjunction with the Post Office Department is arranging with American steamship companies to build two ships even bigger and faster than the new Cunarder. It will take three or four years to build them. They will be good advertising for the United States, but probably will not earn their keep. The deficit will be made up in what the Government pays the company operating them for carrying the mails. The mail subsidy of the British government to Samuel Cunard is what put the British flag ahead of ours on the Atlantic, 75 years ago.

HOMES

Savings bank heads say that right now is a more favorable time to build a home than we have had since the war. Building materials are

down, labor is plentiful, mortgage money is cheap. Those who are cured in their employment can probably build homes now on more favorable terms than they will be able to a year from now.

The same authorities say that the measure of how much a man can afford to invest in a home is his average income. He is justified in tying up the equivalent of two year's salary if that is under \$10,000 a year, of three years' income, if he earns more than \$15,000 a year. Thus a man who earns \$50 a week can afford a \$5,000 home. And from ten to twelve years is a proper length of time over which to spread the mortgage payments.

New Tariff Submitted to Venezuelan Congress

Caracas—A new tariff law has been submitted to the Venezuelan Congress, which it is proposed to make effective July 1, 1930, according to a cablegram of June 6, received by the Bureau of Foreign and

China Increases Charges on Foreign Mail

Shanghai—The Chinese Government has instructed the Director General of Posts to notify the International Postal Union that China will increase its postal charges 50 per cent. on mail matter sent to foreign countries, effective July 1, 1930, according to a radiogram received in the Department of Commerce from Trade Commissioner Frank S. Williams, Shanghai. Because of existing agreements, the increase will not be enforced on parcels for the United States.

THE VALUE OF SOUND DESIGN

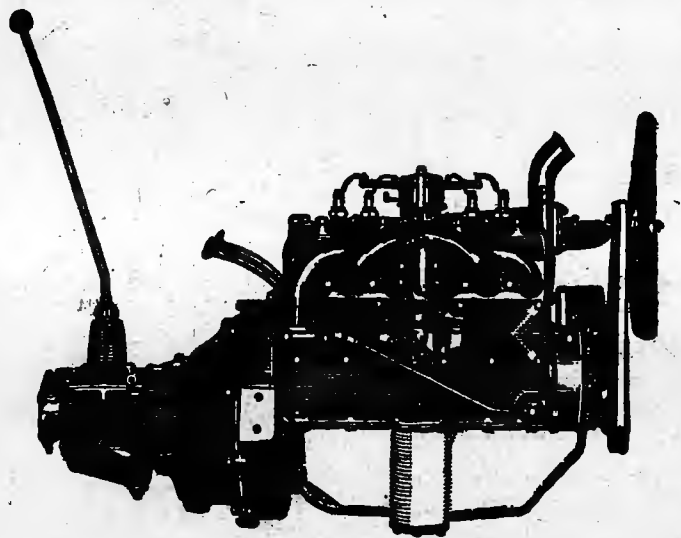
New Ford engine gives outstanding acceleration, speed and power without sacrificing reliability or economy

THE good performance of the Ford car, so apparent on every highway, is due largely to the sound mechanical design of the engine.

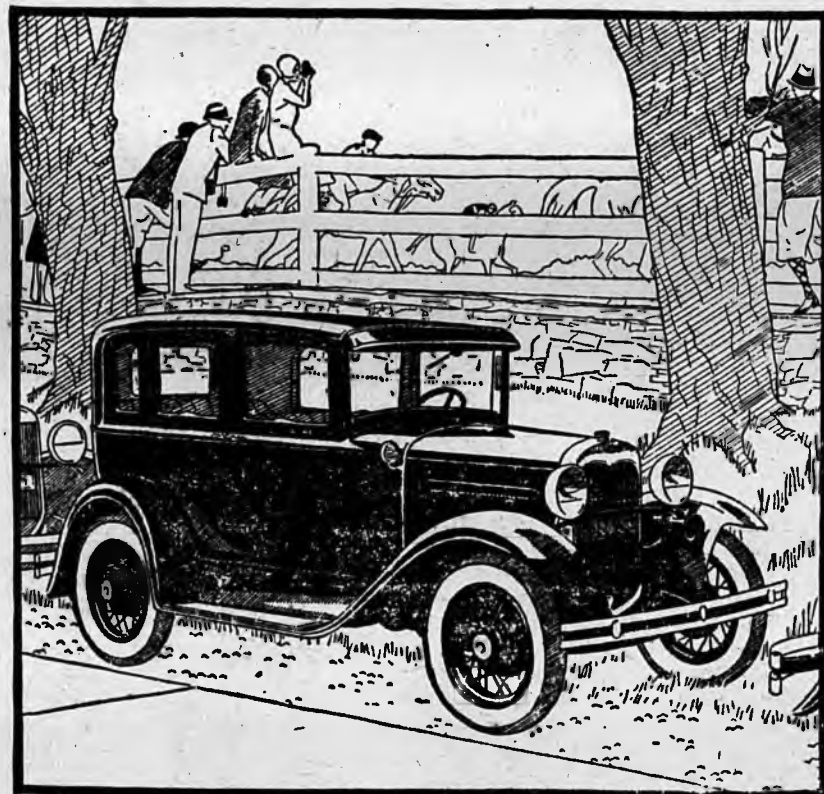
It has outstanding acceleration, speed and power, yet that is only part of its value to you. Greater still is the fact that it brings you all these features without sacrificing either reliability or economy.

That is the reason the Ford car has given such satisfactory service to millions of motorists all over the world and has been chosen by so many large companies that keep accurate cost figures. In every detail of construction it has been carefully planned and made for the work it has to do.

The design of the compression chamber is an important factor in the efficiency of the Ford engine. It is built to allow free passage of gases through the valves and to thoroughly mix the fuel



by producing turbulence within the cylinders during compression. The spark thus flashes quickly through the whole fuel charge, resulting in quieter and more effective engine performance. Other factors are the direct gravity gasoline feed, the specially designed carburetor, the new hot-spot manifold, aluminum pistons, chrome silicon alloy valves of larger diameter, statically and dynamically balanced crankshaft and flywheel, the simplicity of the electrical, cooling, lubrication, and fuel systems and accuracy in manufacturing.



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