



WELL BITE, WHAT?

A letter came to this department the other day bearing this simple query: "Will you please tell me what columnists are good for?"

Which brings on more talk and a hasty scratching for excuses.

Columnists are mostly good for nothing. At the same time they are good for filling a certain amount of space in each issue of their paper.

Most columnists come equipped with long noses, especially designed for sticking into other folks' business. They act as shock absorbers when subscribers want to put up a knick about something, and have a mania for jumping from the frying pan into the fire.

Columnists have the privilege of imposing their half baked and oft-times goofy ideas upon a helpless public. And if the public howls, the columnist usually has the last word—against which there ought to be a law or something.

But at that there's really no excuse for them.

MUTTER AND MUMBLE

A doorknob is something a revolving door goes around without. Lightning never strikes twice in the same place for the reason that after it strikes once a second strike is unnecessary. The commissioners are planning to erect street markers and

number the houses. They'll probably tack the cost of numbering your house on you, but if so don't kick because at the most it will only cost you about 10 or 15 cents. It would seem the Republicans preferred Meekins over Duncan—and are planning a 'new deal' for the state. Planning to toss a monkey wrench into the Democratic machine, as it were. Suggestion for sign in the Blue Moon cafe: 'McDaniel doesn't worry here anymore.' They're blaming a lot of ills on tonsils these days. We worried through life for over 20 years with a terribly bad set, and then lost 20 pounds when we had them out—and we've never gained that 20 pounds back. Oh no, our bones were not always so apparent. The scariest we've ever been was the foggy night our headlights shone upon a white horse walking in the middle of the road. If there's anything that can more resemble a ghost, trot it out.

NOT SO FUNNY

About a year ago while traveling the highway between Jonesville and Arlington we stopped our car at what we thought to be an accident in which a girl had been injured. Cries of "hospital", and moans and groans, topped by the sight of the prostrate body of a girl lying upon the pavement, was to our mind an emergency which called for aid.

But it was just a prank, although a very foolish one, on the part of a group of young people out for a lark.

One night last week as we were on our way home our headlights revealed the prostrate body of a boy lying in the gutter, the upper portion of his body protruding into the street while his legs were resting upon the curbing. Naturally our first thoughts were of a hit-and-run driver and his victim, but as our foot reached for the brake, the youngster jumped up—and fooled once before in the same way—we kept going.

Had we been meeting a car at the time we wouldn't have been able to

see him. And had we been meeting a car we would have swerved to the side of the street in which he was lying—and more than likely would have unavoidably run over him before he could have gotten out of the way.

Although it was dark and we didn't stop, we know who the boy was. And if some of you parents who have sons carrying a paper route will take the trouble to inquire, we'll give you his name provided you'll give him the licking he deserves.

Boyish pranks are to be expected. But even a youngster should show some slight signs of gumption.

HE'S NOT GONE HIGH HAT

Seven of the Gab Bag's force of three scouts have passed in the word that the boss has gone high hat, cold shoulder, or just plain snooty due to a lately acquired habit of not speaking to his friends when he meets them on the street.

For your own information don't take this alleged attitude to heart. Due to an attack of laryngitis Mr. Laffoon is not speaking to anybody—and that's doctor's orders. He hasn't even spoken to us in three weeks.

You can imagine the relief it has been not to get bawled out in three weeks.

THIS AND THAT

Owners of plate glass windows breathed easier last week while Ted Brown was in New York.

We understand a movement is on foot here to have the Elkin fire truck placed in a New York museum with other relics of the dim and distant past.

Although we realize that the town hasn't money to toss here and there for just any and everything, any money placed in a more modern fire truck would be a real investment that would pay dividends.

Granting that the town has no money to spend for this and that, neither has the average citizen money with which to rebuild a home when it burns down—and fire insurance companies don't have Elkin listed as a garden spot.

Instead of the swell siren atop the p. o. shrieking to the citizens to come and assist in extinguishing a fire, it merely extends a throaty invitation to come and watch a house burn down.

The majority of the buildings on Main street are potential fire traps—and one of these days a fire is liable to break out that will make the recent Sparta conflagration resemble a smoldering cigarette stub—if decent fire fighting equipment is not on hand to check it at the start.

Oh well.

Tobacco Growers Getting In Line

The revision of flue-cured tobacco contracts in which the claims of past acreage and production were too high should be completed for North Carolina in the near future.

E. Y. Floyd, of State College, who has charge of the tobacco control program, said that the revisions have been completed in 23 counties and that four others will be finished in a day or two.

This leaves 31 more of the State's 58 flue-cured tobacco counties yet to finish their contracts. However, he pointed out, the work in most of these counties is almost complete. Their completions should take only a few more days.

Approximately half of the 68,000 contracts signed have been accepted by Floyd's office here after their revision. The contracts now accepted cover about one-half of the total acreage under contract, Floyd estimated.

The rental payments on the acres which are being retired from cultivation will amount to more than \$5,000,000. Another \$2,000,000 will be paid before long to equalize the income from that part of the 1933 crop which was sold before prices reached parity.

Probably more than \$6,000,000 in benefit payments will also be paid the growers who reduce their production at the rate of 12 1-2 per cent of the market value of their 1934 crop.

The counties in which revision has been completed are: Pitt, Davidson, Columbus, Sampson, Hertford, Robeson, Cumberland, Onslow, Bladen, Caswell, Jones, Johnston, Craven, Wilkes, New Hanover, Chatham, Wilson, Vance, Randolph, Scotland, Duplin, Caldwell and Montgomery. Carteret, Bertie, Lenoir, and Hoke counties are virtually complete.

COULDN'T BLAME HIM

First Kid: Gee, Jimmy, when I went by your house this morning I heard somebody swearin' something awful!

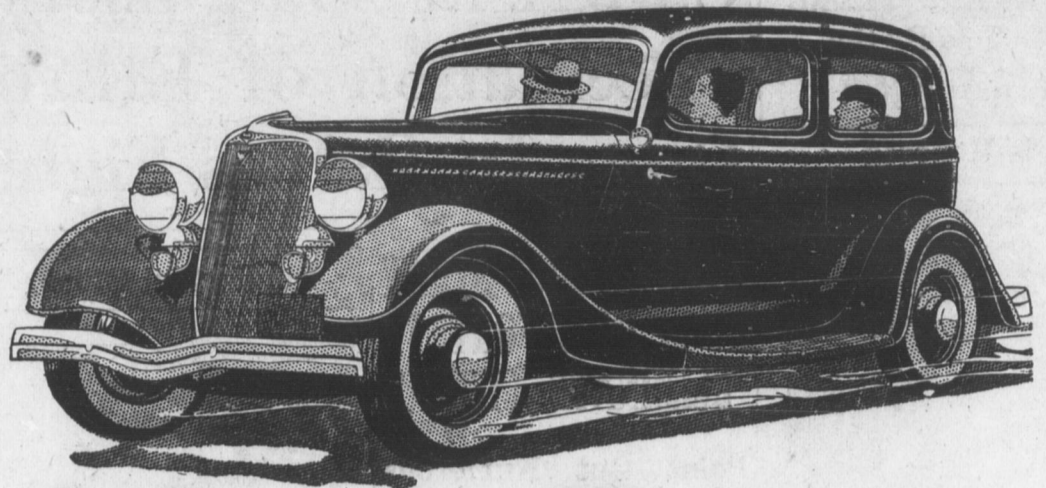
Second Kid: Aw, that was my dad. He was late for church and couldn't find his hymn book.

NOTICE
NORTH CAROLINA,
SURRY COUNTY.
In the Superior Court
John Q. Agams, Plaintiff,
vs.
Bertha Smith Adams, Plaintiff, Defendant.
The defendant above named will

take notice that an action entitled as above has been commenced in the superior court of Surry County, and state aforesaid, to obtain an absolute divorce, and the said defendant will further take notice that she is required to appear at the office of the Clerk of Superior Court, at Dob-

son, N. C., on the 30th day of April, 1934, an answer or demur to the complaint in said action, or the plaintiff will apply to the court for the relief demanded in said complaint.

This the 29th day of March, 1934.
F. T. LLEWELLYN,
4-26 Clerk of the Superior Court.



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of the **FORD V8** for 1934
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The car that flashed down a Florida beach to the world's land speed record was powered by the V-type engine.

The V-type engine knifed an Italian plane through the air at the record-smashing speed of more than 420 miles per hour. On the St. Clair River, the V-type engine swept a speed-boat to the world's record of 124.8 miles per hour.

And that's the type of engine that powers the Ford V-8 for 1934. It's the only V-8 engine in a car selling for less than \$2,395.

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Union-Suits . . .
Others . . . 75¢

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