

THE GAB BAG

By ALAN BROWNING, JR.



WE GET STOPPED BY PATROLMAN RHYNE
Although it will probably tickle Elkin's traffic officer, Corbett Wall, we must confess we got stopped by a Highway Patrolman the other night.

En route from Winston-Salem to Elkin via Yadkinville, we were careful to dim our lights each time we would meet a car. We have always believed in dimming the headlights, not so much for the benefit of the other fellow, but so he will perhaps dim his for the benefit of us. And as the miles sped along we got to feeling quite self-righteous about the whole thing.

About five miles east of Yadkinville we saw a patrol car parked in a side road. At the same

Dr. Chas. W. Moseley

of Greensboro, N. C., stomach specialist, will be at the office of Dr. E. M. Hutchens in North Wilkesboro on Mondays only, until further notice, to conduct a clinic.

time we were meeting an approaching car. Pronto we dimmed our lights, because highway patrolmen also think it's a nice thing to do, and we were especially anxious for the patrolman parked in the side road to see that we believed in observing the letter of the law.

Then, after we had passed the patrol car, we glanced up at the rear view mirror and saw the patrol car pull into the highway and head in our direction. Why is it one feels a little uneasy when a patrol car heads in one's

direction? Anyway, we said to ourselves, we did, we bet the patrolman was after us and wonder if our tail light was out?

He was after us all right. In just a moment the light from his spot lamp flashed in our window and he tapped his horn several times. Looked like he could have blown his siren. Anyway, we stopped, ran down our window, and waited.

Up stepped Patrolman Rhyne who is located at Yadkinville. Very politely, but very firmly, he informed us that one of our headlights was out. And he was right. Each time we dimmed the lights one failed to burn!

Wasn't that just our luck? There we were trying to observe the law, and just at the moment we put on a demonstration of it before an officer, one of the blooming things had to go out on us!

But back to Mr. Rhyne. "Do you have your driving license with you?" he wanted to know. We allowed as how we did if we hadn't worn it out sitting on it. (We carry it in our billfold which we carry in our right hip pocket, in case any of our pickpockets are interested.) Then he wanted to know if we had our registration card? Luckily, we had that too. Taking it, he compared the number with our license plates, and returned it to us. Then, still very courteous, he told us that it was unsafe to drive with one headlight out, and advised us to pull into a filling station a few hundred yards up the road and have a new bulb installed. We agreed, trying to be just as polite as he was.

"Thank you," he said.
"Thank YOU," we said.

And that was the first time we've ever been stopped by a highway patrolman, excusing the time W. B. Lentz chased us around the block and down to the river bridge because we had a tail light out. But we knew Lentz real well, and we ran from him just to hear him turn on his siren, which he did. (We installed the tail light.)

We want to commend Patrolman Rhyne for his courtesy and politeness. If all patrolmen are like that, we can't figure why some people get mad because they are stopped. After all, that's what a patrolman is for. And we didn't know we had a head-

light out, so we considered Mr. Rhyne was doing us a favor by stopping us and telling us so, rather than just being officious.

Maybe some day Patrolman Lee Phillips will stop us. If he does, we hope he will blow his siren. For that's so much more exciting.

P. S. We saw Corbett Wall on the street a few minutes ago and told him about getting stopped. You know what he said? He said "Goody, goody!"

CRIME MARCHES ON

We had a headlight out, but that was nothing as compared with what we found out the boss had done when we got back to Elkin. Of course, when we write about him we are taking our life in our hands, for after all he signs the pay check, but in spite of this we don't think it right that he should drive off in another person's car. One must draw the line somewhere, mustn't one?

It all took place Saturday before last when Mrs. Errol Hayes excitedly informed Mr. Hayes that their car had been stolen. For when she had gone to get it from its parking place near the hotel, only the parking place was there. Tsk, tsk.

An investigation was immediately made and (we blush for shame), it was found down at Chatham ball park. The boss had driven it away!

Of course the boss explained that he got into Mr. Hayes' car by mistake, it being of an exact model to his own, even to the seat covers, and was it his fault his keys fitted the ignition lock? And he made this explanation seem plausible until succeeding events cast a dark shadow of suspicion. For, with Mr. Hayes' car hemmed in by other cars so that it was impossible to move it until the game was over, the boss suggested that Mrs. Hayes take his car to use until a swap could be arranged.

Everything would no doubt have been lovely if Mrs. Hayes hadn't reached a place on Main street directly in front of Mr. Hayes' store, and then gave out of gas! Now Mr. Hayes vows that the boss took his car because he didn't want to have to buy gas for his own. And Mr. Hayes says that the next time the boss wants to go to a ball game, if he will let him know he will buy him some gasoline so he can go in his own car and won't be bothered with hunting up another car which his ignition key fits.

Tsk, tsk, tsk. Crime does not pay.

BOONVILLE

The following teachers in the Boonville school have returned to their homes for the summer months: Jones Todd, of Yadkinville; Misses Amanda Hallman and Bertha Hine, of Winston-Salem; Mrs. Robert Gaither, of Cool Springs; Miss Frances Thomas, of Summerfield; Miss Ruby Winkler, of Boone; and Miss Ruby Hinshaw, of Union Cross.

Miss Bernice Bangle left during the past week to make her home in Concord.

Mr. and Mrs. E. C. Cockerham, of Concord, were the week-end guests of Mr. and Mrs. A. C. Stinson.

Mrs. Alice Fleming, of Union Cross, was the Sunday guest of Mrs. Cornelia Burch. Mrs. Burch has been ill for several weeks, but is much improved in condition now.

Mr. and Mrs. George Hobson and children, of Taylorsville, were the Sunday guests of Mrs. A. B. Hobson and family.

Mr. and Mrs. Gillis Stinson and daughter were the week-end guests of Mr. and Mrs. Arlie Steelman.

Mr. and Mrs. Joe Brooks and Mr. and Mrs. E. C. Brooks visited friends and relatives in Wilkes county recently.

Rev. J. P. Davis, of Spray, visited in Boonville recently.

Mrs. Jettie Matthews, who has been teaching in the Davidson county school system, has returned to her home here for the summer.

Mrs. Ralph Coram left Monday morning for Pine Tops where she will spend several weeks with her parents, Mr. and Mrs. Abrams.

Mrs. T. L. Hayes has been visiting friends in Raleigh for several days. She returned home Monday.

Mr. and Mrs. John A. Speas made a trip to Raleigh Friday. They were accompanied home by their granddaughter, little Miss Nancy Lee, who will spend the summer months with them.

Miss Mae L. Clark, of Detroit, Mich., and Mrs. E. G. Myers, of Hamptonville, are the guests of Mr. and Mrs. C. W. Riden and family. They will spend several days here.

Rev. Raymond Connell made a business trip to Concord Monday.

Mr. and Mrs. Watt Deal and daughter, Frances, spent Sunday at the home of Mrs. Deal's parents, Mr. and Mrs. A. M. Jessup, at Westfield.

Hats were first made by a Swiss in 1404.

Eyes Examined
Glasses Fitted

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A Year of Action Results

in The Old North State's
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Twelve months ago the North Carolina beer industry went into action to commence weeding out those relatively few beer retailers who, by practices unbecoming good citizens, tended to bring reproach on the great law-abiding majority. "Clean Up or Close Up" was the ultimatum issued them and we feel that our action results speak for themselves.

To date, 78 beer licenses have been revoked—revoked because 78 beer dealers used their licenses to shield illegal activities. Thus are being removed the bad spots that, left alone, would smear the reputation of the thousands who operate within the bounds of decency and ethical business conduct.

As a new year begins, this committee states anew its determination to carry forward aggressively its now well-established program . . . and asks continuance of your alertness to patronize only decent, reputable beer outlets.

Brewers and North Carolina Beer Distributors Committee

EDGAR H. BAIN, State Director

813-817 Commercial Building

Raleigh, N. C.

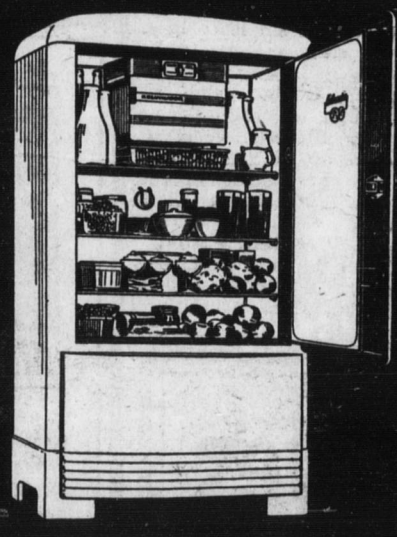


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THE FORD WAY OF DOING BUSINESS

The Ford Motor Company was founded by a working-man for working-men. Its present officers began as employees of the Company. It was the first company to pay a minimum wage, beginning in 1914, at the then astounding figure of \$5 a day. That was double the prevailing wage of the time. The Ford minimum is now \$6 a day for all employees engaged in production work. And from that, the wages rise to \$10.80 a day, with the average wage \$7.25, exclusive of salaried employees.

The Ford Motor Company was the first large company to establish the 8-hour day—also in 1914. And the 40-hour week was inaugurated by the Ford Motor Company in 1926, years before any such laws existed.

The Ford Motor Company employs men without regard to race, creed or color. It is common knowledge that working conditions in the Ford shops are the best that science and constant care can make them. A square deal, a just wage and stabilized employment for a large proportion of our employees—and as fully stabilized for all as conditions will permit—enable our men to retain their personal independence.

In consequence of these policies the Ford Motor Company has one of the finest bodies of employees in the world. The larger proportion are mature men of long

service with the Company—sober, decent family men. Hundreds of them have been with the Company for more than 25 years—thousands for more than 15 years. Their health record, home ownership and citizenship records are good.

All this is reflected in Ford products, whether cars, trucks or tractors. The work is honestly done. Materials are the best that can be made or procured. Less profit to the Company and more value to the customer is known throughout the motoring world as "Ford's way of doing business."

Ford Motor Company was the first to make a motor car within the means of the average family—quitting the manufacture of what was then the largest selling model in the world to do so. Its chosen field in all the 30 years since that time has been the average American family—for which it has consistently provided car facilities which formerly only the wealthy could buy.


It is the policy of the Ford Motor Company to share the benefits of advanced methods and management with workers and public alike. Increased wages and employment over a period of many years have resulted in

A 300 per cent increase in the built-in value of the Ford car and a 75 per cent reduction in its price.

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FORD MOTOR COMPANY

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