

# The Polk County News

PUBLISHED WEEKLY BY THE NEWS PUBLISHING COMPANY

LOUIS LEHMAN, Editor

Entered at the Postoffice at Tryon, N. C., as Second-Class Mail Matter Under Act of Congress.

### TERMS OF SUBSCRIPTION

One Year	2.00
Six Months	1.25
Three Months	1.00

### DISPLAY ADVERTISING RATE

Forty Cents Per Column Inch, Flat

Legal Advertising, One cent Per Word, Cash In Advance



### FAT AND LEAN THEORIES EXPLODED

With A Fat Chance Of Anyone Believing It)

Fortunately for those who think Nature is unkind in proportioning them to fat or too lean, for the ordinary run of success the world cares little about physical weight or size.

Take the millionaire midget. Surely he did not get his money by blustering thru the crowd, elbowing his way to the front seat. Perhaps he crawled to fame under other men's feet, or walked up Wealth Avenue on their shoulders.

Then there is the proverbial fat man in the cartoons, always pictured as a bloated bonanza. It doesn't mean much, except that the man of wealth usually gets enough to eat and so rounds out from his bones. Many a man would rather be poor and skinny than fat and rich. Rich and not too lean is the ideal, but money won't buy the condition.

The proper mixture in life's carburetor puts the "pep" into people. Heavy people are said to be jolly and good-natured. Keeping cool and sweet is their necessary and acquired function. It wasn't born in 'em. A lean man keeps "het" up by being grouchy, fiery, wisy, and excitable some of the time. Nature is a wise provider. Of course, there are too many exceptions to the rule of lean and fat to admit of these conclusions 100 per cent. The exceptions are so notable and numerous that the rule is almost disproved. But on with the thesis.

Strange what adjectives and synonyms will do for social achievement. But it is not whether one is fat or lean, but how much so? Whether one really is fat or really lean no one knows, because, despite dieticians, there is NO "correct weight." The "right" weight is conceived in hospitals, health resorts and broadcas to the sweltering millions, just as fashion is decreed in Paris by some Madame clever enough to make the world rely upon her authority.

But if the theory proves out that so-called fat people are happy and always smiling, give us more of them. The world needs just such folk to counteract the hard-boiled and selfish. If all the good things said about the fat are true, the fervent wish of the humble citizen should be to be fat enough to be happy.

### WHY BOOST?

It has been said that the average human being exerts only about 50 per cent of the energy and ability that is pent up within him. Exceptions are the geniuses, but not necessarily those of phenomenal intellectual powers in art or science, but the humble toilers who lay hold while others idle.

Collectively, people do not exceed the record of the individual. It is the quality of boosting for good things—so common in the modern community—that reaches over into the other 50 per cent, which is the wide margin of possibility for expansion and development.

Boosting for its own sake has merit. But it is the spirit of optimism and the incentive for better things it engenders that counts so high in the scale of achievement.

The problem of youth is to keep the child who reads bedtime stories from later on reading bed-room stories.

June brides make July bills.

### AN ASPECT OF UNIONISM

That cinematography is an art and its workers are artists and can not unionized, is the reported statement of Daniel B. Clark, president of the American Society of Cinematographers, in denying published reports that a movement was under way to unionize the motion-picture cameramen. Taking moving pictures is no more of an art than playing musical instruments. The American Federation of Musicians is one of the largest and strongest among the unions, and maintains direct affiliation with the American Federation of Labor. So with many other crafts requiring skill and art.

What the motion picture men want to keep away from is the idea of wearing overalls and carrying a dinner pail. But to organize to improve working conditions and encourage high standards of workmanship is a worthy movement in any line of endeavor. As to wages, the picture cameramen probably get enough as it is.

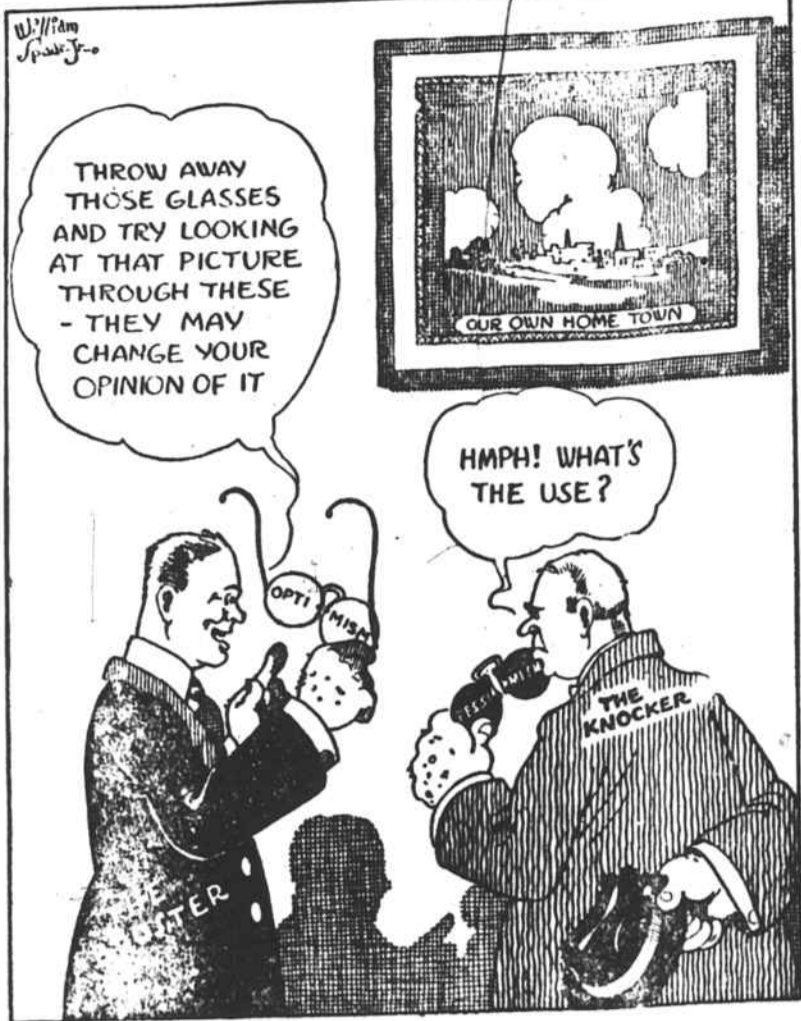
### PROVEN VALUES

Thirty years ago, or even half as many, few people dreamed of the wonderful system of highways that the country now has. Of the thousands of miles of gravel and hard-surface roads on which one may travel in comfort, perhaps not one improved mile has ever been regretted. Is not this a lesson to all of us of the great value of permanent improvements?

### ADVERTISING AND THE "READING MOOD"

In comparison with other costs of doing business, advertising costs can not be said to be high unless the advertiser makes them so. Good advertising and much advertising is far cheaper than poor advertising and no advertising. The statement may sound paradoxical, it must be remembered that successful businesses devote a greater proportionate budget to advertising than less successful ones.

### DEFECTIVE VISION



There are only two major factors in successful advertising of honest products: the right kind of "copy" in wording and display, and the right medium thru which to place it before the public. The newspaper, which contains reader-interest for the entire family is the best known and proven medium for obtaining direct and timely interest. The home welcome visitor—the newspaper—reaches the members of the family in the "reading mood." IT IS DURING THIS READING MOOD (WHICH IS ALSO THE THINKING MOOD) THAT MINDS ARE MADE UP AND DECISIONS REACHED. And the newspaper is the best known basis for this interest-mood so highly valued by advertisers.

Maybe the reason a holiday seems like Sunday is because on such a day people don't go to church.

Speaking of deportations, why not deport a lot of these gentlemen who are always saying business is bad?

Railroads use the block system for safety, while many motorists use the blockhead system at the crossings.

The new dictionaries will contain the word "free," but it will have funny little marks in front denoting its obsolescence.

In this motor age a man in the ordinary walks of life had better be careful that he doesn't stroll into the ordinary walks of death.

Science says the brain can not receive any new impressions after age 16. Now we know why we do not leave lasting impressions.

Without discussing the merits of the defeated farm relief bill, we say that the greatest relief farmers can have now is to send the farmers who have been spinning their time in interest of farm relief back to the farms to work.



(By HARLAN EUGENE READ)

Man's most amusing conceit is the theory that he is the highest of created beings. He places himself next to God (if he believe in one) and fondly imagines himself the Creator's Noblest Work. If he does not believe in God his effrontery is even greater. He knows no superior at all.

Upon what evidence may one who does not now assume for himself a position of so great importance? The mind of a potato bug may not conceive of any power greater than itself. Is that a proof that no such higher power exists?

Man knows no living creature superior to him in intelligence. Does that prove that there is none? Certainly those who look to scripture for their authority may find there reference to such beings. If you have the curiosity to look you will find them mentioned in the sixth chapter of Genesis and elsewhere. Those who do not find their authority for thinking in the Bible, may judge for themselves whether it is probable that man is the highest accomplishment of the power that created a billion worlds and started this little one revolving near the inside of that doughnut-shaped vapor of worlds that we call the milky way.

It is comfortable, and gratifying to vanity, to suppose oneself the only world, and man the master of it—but is it true? who knows?

Man at best may be only a minor factor in the universe. He has no authority beyond the little speck of dust on which he lives. There are parts of the universe that he cannot even see with the strongest of tele-

scopes. Does he imagine that in all the vast space within and without his range of vision, there can be no creature who knows more and has mightier powers than he? And that there may not be another creature more exalted than that one? Is it not possible that there are not a thousand such beings who look down upon man as he looks down upon a worm or an ant? And is it not possible that there are other intelligences equally as high above these creatures as they are above man, and man above the potato bug? We do not know.

For the idea of the first great philosopher in history about this interesting delusion of man, read Job. You will find there, along toward the end of the book, the theory that Job was punished with boils, poverty, and other afflictions for his impertinence in claiming that he understood all about the purposes of the Creator—and that his three friends were punished in the story for precisely the same offenses. Not one of the four of them knew a blooming thing about it; and, according to the Bible, if you are a fundamentalist, or according to common sense if you are not, they wouldn't know anything more about it if they were living today.

To me the idea that there are innumerable creatures above man in the scale of life is very gratifying. I would dislike very much to believe that a being that engages in war, and wears Oxford bags, and commits murder, and permits grafting and drinks bootleg whiskey, and chews tobacco, and has to use Listerine, is the supreme and crowning effort of the hand that set the Pleiades in motion, and of the voice that whispers to the sun at dawn.

### THE OPPORTUNITY OF THE SOUTH IN FOREIGN TRADE

The annual meeting of the National Trade Council at Charleston, S. C., April 28-30, 1926, attended by representatives of business interests throughout the United States interested in foreign commerce, was the most important event of the kind, in its bearing on the matter of expansion of southern trade, that has ever taken place. This conference was closed with the following declaration:

"The foreign trade of the United States for the calendar year 1925, measured by value and volume was the largest of any normal year. It exceeded in value that of 1924 by more than \$900,000,000 and in volume by more than a million and a half tons. The increase of exports was 6.9 percent, and increase of imports was 17.1 percent. This change has been accentuated in the first three months of this year. We should, however, recognize that imports of materials not readily produced here are necessary and tend to increase foreign buying and assist our exports in finding ready markets. World trade has nearly recovered the volume it had reached in 1913, and this year it should attain pre-war basis.

"The countries which are our leading competitors in world trade—Great Britain, Canada, France, Belgium, Germany and Japan—are the largest purchasers of our products, manufactured as well as crude. This shows that increasing activity of other nations in general trade results in increased purchases from us.

"We believe that our competitors recognize a firmer position than ever before.

"American foreign trade is in a firmer position than ever before, for our trade practice has been so improved that our competitors recognize it as standard world commerce. We have reached the stage of expanded interest and participation which tends to diminish the risk of the whole because of wider distribution. The number of foreign traders grows as the volume of trade increases.

"This situation calls for continued vigilance and activity."

"The South's contribution to exports, measured in value, as well as in volume, consists chiefly of cotton, lumber, leaf tobacco, phosphate rock and naval stores. Exports as to articles of iron and steel, chiefly from the Birmingham District, the South has not engaged in substantial measure in the sale of manufactures abroad.

We import a large tonnage of fertilizer ingredients, which we do not ourselves produce, and this is because the South Atlantic and Gulf states use more commercial fertilizer than does any other section.

World population is said to be increasing at the rate of twenty million annually. Opportunity grows larger each year. Manufacturers in the East and North, realizing this, are steadily increasing their volume of foreign trade.

In an address to the Foreign Trade at Charleston, Mr. George Gordon Crawford, President of the Tennessee Coal, Iron and Railroad Company at Birmingham, made the following statement:

"Comparative freight rates from typical centers of manufacture in the North and South show that the latter can reach approximately a third of the people of the United States at freight rates equal to or lower than Northern centers. Considering the freight rates on the assemblage of raw materials and the freight rates on the delivery of the finished products manufactured from them, to seaports, the South has a very considerable advantage in freight rates for export."

The growth of manufacturing industry in the southern states has reached that stage where they need a share of foreign trade. Our first opportunity lies in the West Indies, Mexico, Central and South America, where we have the advantage of proximity, not only with respect to producers in other sections of the United States, but with respect to competitors abroad who sell their wares in these markets.

We hope that as a result of the recent meeting of the Foreign Trade Convention at Charleston, there will be an awakening on the part of southern manufacturer and southern port interests, on the subject of promoting sale of southern manufacturers in foreign markets, and the purchase abroad of those raw materials which now find their way into the South through other than southern ports.

The proper hour for a wedding "breakfast" is not till one o'clock in the afternoon. Of course lovesick people don't eat anyway, but it's pretty hard on the parents.

U. S. Senate reach an agreement to postpone the rivers and harbors bill until December, thus to be sure that by that time the bill will be as cold as the rivers and harbors.

The Commerce Department reports there is now one automobile to every 71 persons in the world. Since a good many even our flivvers seem to carry the quota undoubtedly the anticipated saturation point is not far distant.

### GETTING RID OF THEM

(From The Greensboro Daily News) Although speaking at the annual meeting of the Gastonia accident of Sunday which cost six lives Chairman Frank Page of the state highway commission says to the Raleigh News and Observer that "The Time will come eventually when all grade crossings will be removed from state highways either by relocation of the roads or by grade separation." It is expensive business and grows more so with increase of property value—real estate has to be slashed to make a separation of grades. The commissioner mentioned New York's recent issuance of bonds to the amount of 300 million dollars for grade-crossing elimination, to be effected on the basis of 50 per cent cost from the railroad companies, 25 per cent from the state and 25 per cent by the communities. No grade crossing is safe; those that are open, so that approach on the highway are merely less unsafe.

When the work is contemplated in the light of its cost this particular eventually appears to be a long time off; but Mr. Page went on to say that since the commission was organized five years ago near 400 grade crossings have been done away with by relocation or by overhead underground passes; and that is three-fourths of the number of grade crossings that were in the system when the roads were taken over. That is an impressive performance. The cost of some separations is tremendous, especially in the flat land of the eastern section. To get rid of some of these death traps will cost so much money that they may be continued for a long time. But so much progress has been made in half a decade that it will not be long until the state highway system will be substantially without grade crossings. It is a reasonable assumption that the larger towns, having crossings not on state routes, will shortly be impressed with the necessity of making them safe, as Greensboro is doing. Most of the crossings in small towns are state-highway crossings.

There are a great many more, on county roads. The trend toward elimination will increase; some progressive counties have already kept pace with the state commission. But there will be a good many of these crossings for a long time, and each can be depended on to take its regular toll of human life.

Nobody knows just what that is. It could without difficulty be worked out what is the average number of vehicles per 100,000 in a year in fatal collision with locomotives at any given crossing, but there are numerous grade crossings where no count or estimate is made of the traffic on the road.

### POSSIBLE BUT IMPROBABLE

(From The Greensboro Daily News) The Board of Temperance, Prohibition and Public Morals of the Methodist Episcopal church, headquarters Washington, which occasionally offers plans and specifications for general improvement, suggests that if the nations of Europe would save the money they expend for strong drink they could pay the war debts and become prosperous as well. Seven European nations, this church board figures, with a population of about 163,000,000, are expending for drink, Great Britain alone, it is asserted, is spending near two billions a year for stimulants. As evidence that prohibition means prosperity and wealth the Methodist board points to the United States as a shining example. It wasn't the war but prohibition, it is declared, that made this country rich and prosperous. Our drink bill before prohibition, the board figures, was about two and a half billion dollars annually, and it estimates that at present prices, with the saloons open, we would be spending about five billions a year for liquor.

It will be admitted that Europe would be better off by saving some of the money spent for hooch, and it will be admitted that much money formerly spent in this country for liquor is now devoted to better purposes—admittedly all except the extreme wets, that is. But if our prosperity and wealth is the result of prohibition—as it may be in part—it is impossible to vision what it might be if we had real prohibition. For it could probably be established, if the facts were obtainable, that notwithstanding prohibition laws the liquor business in this country runs into the hundreds of millions, if not billions. But at that it is not what it would be without prohibition laws.

By the same token it is impossible to vision the amount of money that could be saved if the use of tobacco, chewing gum and other similar useless luxuries was discontinued; and there are a lot of other things for which we spend money that neither contribute to health, or wealth.

Charlotte man who had been fabled matter of minutes hit a pedestrian with his car and is held blameless. That is a triumph of the rule of reason.

"Too many young men seeking a life work," says the Cleveland Star, "are taking to the profession of law." Not so sure about that—they don't seem able to catch up with the lawless.

Read Polk County News

### "PROHIBITION IS NOT

(From The Greensboro Daily News) Although speaking at the annual meeting of the Gastonia accident of Sunday which cost six lives Chairman Frank Page of the state highway commission says to the Raleigh News and Observer that "The Time will come eventually when all grade crossings will be removed from state highways either by relocation of the roads or by grade separation." It is expensive business and grows more so with increase of property value—real estate has to be slashed to make a separation of grades. The commissioner mentioned New York's recent issuance of bonds to the amount of 300 million dollars for grade-crossing elimination, to be effected on the basis of 50 per cent cost from the railroad companies, 25 per cent from the state and 25 per cent by the communities. No grade crossing is safe; those that are open, so that approach on the highway are merely less unsafe.

When the work is contemplated in the light of its cost this particular eventually appears to be a long time off; but Mr. Page went on to say that since the commission was organized five years ago near 400 grade crossings have been done away with by relocation or by overhead underground passes; and that is three-fourths of the number of grade crossings that were in the system when the roads were taken over. That is an impressive performance. The cost of some separations is tremendous, especially in the flat land of the eastern section. To get rid of some of these death traps will cost so much money that they may be continued for a long time. But so much progress has been made in half a decade that it will not be long until the state highway system will be substantially without grade crossings. It is a reasonable assumption that the larger towns, having crossings not on state routes, will shortly be impressed with the necessity of making them safe, as Greensboro is doing. Most of the crossings in small towns are state-highway crossings.

There are a great many more, on county roads. The trend toward elimination will increase; some progressive counties have already kept pace with the state commission. But there will be a good many of these crossings for a long time, and each can be depended on to take its regular toll of human life.

Nobody knows just what that is. It could without difficulty be worked out what is the average number of vehicles per 100,000 in a year in fatal collision with locomotives at any given crossing, but there are numerous grade crossings where no count or estimate is made of the traffic on the road.

World population is said to be increasing at the rate of twenty million annually. Opportunity grows larger each year. Manufacturers in the East and North, realizing this, are steadily increasing their volume of foreign trade.

In an address to the Foreign Trade at Charleston, Mr. George Gordon Crawford, President of the Tennessee Coal, Iron and Railroad Company at Birmingham, made the following statement:

"Comparative freight rates from typical centers of manufacture in the North and South show that the latter can reach approximately a third of the people of the United States at freight rates equal to or lower than Northern centers. Considering the freight rates on the assemblage of raw materials and the freight rates on the delivery of the finished products manufactured from them, to seaports, the South has a very considerable advantage in freight rates for export."

The growth of manufacturing industry in the southern states has reached that stage where they need a share of foreign trade. Our first opportunity lies in the West Indies, Mexico, Central and South America, where we have the advantage of proximity, not only with respect to producers in other sections of the United States, but with respect to competitors abroad who sell their wares in these markets.

The proper hour for a wedding "breakfast" is not till one o'clock in the afternoon. Of course lovesick people don't eat anyway, but it's pretty hard on the parents.

U. S. Senate reach an agreement to postpone the rivers and harbors bill until December, thus to be sure that by that time the bill will be as cold as the rivers and harbors.

The Commerce Department reports there is now one automobile to every 71 persons in the world. Since a good many even our flivvers seem to carry the quota undoubtedly the anticipated saturation point is not far distant.

### NEWSY TOPICS

You can't very well make a home brew at the same time.

People will always have a coming when there is a going.

A good example of "miserable" is a fruit from which the frost.

In this age of efficiency as much of an ambition as a skinflint you'd like to reach.

A prophet is without honor in his own country, and without much profit out of it.

Well, the publicity that Panama got out of her fields.

The fellows who get the convictions usually are the who don't have a day of ones.

France keeps on looking ministers of finance, but the standing need is a few ministers of the gospel.

What this country needs is cooperative buying power for consumers as well as marketing privileges for the producers.