

WET AND DRY ISSUE COMES TO HEAD AT DEMOCRATIC MEET

Raskob's Platform Proposal Rejected at Gathering of National Committee in Washington. Morrison and Robinson Make Fiery Prohibition Speeches in Reply to Wet Measure. Smith Restores Good Feeling.

Washington, D. C.—The prohibition powder keg exploded Thursday at the meeting of the Democratic National Committee here.

It tore a gash in the Democratic standard-bearer's of 1928 and left party workers groping for the road of harmony to which final plans of the meeting beckoned.

Chairman Raskob touched off the spark with presentation of a platform for the committee's consideration which called for State control among other things.

Senator Robinson of Arkansas, the running mate of Alfred E. Smith in 1928, took the platform to roar his "renunciation" of the Raskob platform and his stout opposition to "bringing to the front a controversy that will divide the party."

Alfred E. Smith, naming the other most of the row, came to the front in response to a plea from the Journal took Robinson to task for "lumping all other Raskob" because he had presented his own views.

Finally, the veteran James M. Cox, Presidential nominee of 1920, came forward to ban appeal for consideration of the influences of the North and the South on prohibition and for a united front.

Chairman Raskob, calm throughout, concluded with a reiteration of his right to ask the committee to consider issues deemed any collision with any individual candidate, and put the committee on notice he would ask action on his recommendations at the next meeting in December or January.

Roars and hisses resounded as the prohibition fire reached its height, but the Democratic hosts left the meeting smiling and relieved. Ploas for unity against the common enemy were the keynote of the post-meeting discussions.

Nevertheless, Harry Flood Byrd of Virginia, a vice-chairman of the committee, indicated that a majority of the delegates was against any prohibition policy.

Raskob, on the platform, "he closed his eyes and healthy. Smith and Robinson went their respective ways, the former to his room and each had nothing to say.

It was Representative Mary Norton of New Jersey who took exception to the platform. She said she was not in favor of any prohibition policy, and she criticized Raskob for "lumpily including" the prohibition issue into the party platform.

Mrs. Norton indicated she would want modification of such a platform and accused Robinson of "eliminating his position" since she was elected to the running mate of Smith in 1928.

Senator Morrison of North Carolina followed Mrs. Norton with another object lesson when the prohibition subject was brought up at the time and called for the "Democratic party of Joe Robinson and Jack Cuckoo."

His fiery prohibition speech provoked constant interruption and Patrick Quinn, of Rhode Island, protested that it was out of order. Chairman Raskob, who recognized the North Carolinian while several others were seeking to talk, ruled he could proceed.

Senator Holt of Tennessee, a former national chairman, was the first to respond to Raskob's invitation to discuss the platform proposal. In temperate words, the Tennesseean stated his belief that the committee was without authority to adopt policies, and that it was not its function to discuss national policies to the national convention.

All speakers agreed that only the national convention could commit the party on issues.

"All this talk about influencing the national convention is just the bunk," sneered Smith.

"All right," snorted a committeeman.

"I have been brought up in the Democratic party to believe that the platform comes from the people," he concluded.

Turning again to Senator Robinson, and this time with a smile, Mr. Smith said:

"I am sorry to think that my old-time reliable companion and political sparring partner who helped me over the State of New York in 1928 with a Constitution in his hand, explaining to the people that all this Republican propaganda of State control of liquor didn't happen, is going out here today without an understanding of what was said by the chairman."

"If there is anything that could give greater comfort to President Hoover and his cabinet than what has been said here today, I don't know what it could be."

"No one has said anything about repeal of the law, something was said against repeal."

"As far as the principles advocated by Mr. Raskob are concerned, I want to say I never heard of them until today, and I'm not sure that I'm for them all."

"But when the Democratic party reaches the point where no one can express an opinion and its chairman is going to be dragged around the lot because he expressed his opinion, we'd better stop talking and abandon the speech."

A rising ovation, with several moments of storming applause greeted Smith's conclusion.

"I didn't mean to make a speech. I'm not a member of the committee. I want to just be a plain worker in the ranks. Tell me what to do, and I'll be there."

Robinson was just as firm in his conviction that Raskob, in bringing forward a platform at this time, including the liquor issue, had "paid back" to President Hoover "the aid rendered by him (Hoover) in his first two years of office to the Democratic party."

Turning to Chairman Raskob, the Arkansas Senator thundered:

The Twelve Queens in American Life



These twelve women have been chosen the nation's greatest. (Left to right, top row) Jane Addams, social welfare worker; Helen Keller, famous deaf mute; Mme. Ernestine Sebmann-Heink, operatic singer; Wfla Cather, novelist; Mary Woolley and Martha Berry, educational pioneers; (bottom row) Cecilia Beaux, artist; Grace Abbott, child welfare worker; Minnie Maddern Fiske, stage actress; Carrie Chapman Catt, suffragist; Florence Sabin, anatomist and tuberculosis fighter; and Grace Coolidge, wife of ex-president Coolidge.

Today and Tomorrow

By FRANK P. STOCKBRIDGE

Opera

Devms Taylor, American composer, has had another opera produced in New York. That doesn't mean much to most people. Grand opera is a form of musical entertainment which appeals to only a comparative few people with highly developed musical tastes. One reason is that the amount of grand opera is always small. Most of us prefer so-called "light" opera, which is tuneful and amusing.

To be accepted by any of the world's great opera houses, of which there are not more than a dozen is, however, a great triumph for any composer. For our musical composition which are purely original in style and may be called "opera" are few. Most composers of popular music are imitators. Nearly all of their work is old-fashioned themes, most of them originally composed by the composer of grand opera.

It is said to cost Otto H. Kahn, patron of the Metropolitan Opera in New York, a quarter of a million a year to make up the company's losses. When Mr. Kahn passes, unless some new "manager" with a taste for the musical and a bottomless purse comes to the front, grand opera in New York will be a thing of the past. It will continue in Europe, where opera is supported by the taxpayers' money.

Chaplin

The funny little English Jew who has for years been the world's most popular entertainer, has proved once more that in the hands of really comic artists, pantomime is as effective as words. Charly Chaplin's new picture is a "silent film," one of the kind that need no translation to make it intelligible to everybody, whatever language they may speak. Long ago Chaplin began to discard "titles" from his pictures, relying on the action alone to tell the story. And he has a larger following and has made more money than any other figure in the pictures.

There was a time when it seemed as if the movies would make it necessary for actors to learn the art of expressing emotions by action, but the critics have dispensed that job. It is so much easier to do it with words, but alas, so much has arisen from it that takes a real artist to be a good pantomimist, and even for Chaplin and W. C. Field I think it is necessary to pantomimist playing on the stage or in the pictures.

Silver

Forty years ago the dominant political issue in the United States was whether we should put silver on an equality with gold as the basis of money, by coining silver without restriction at the rate of sixteen ounces of silver to one ounce of gold. That would have given silver a stable price in the world's markets of \$1.25 an ounce, or thereabouts, gold being worth about \$20 an ounce.

Only once has the price of silver reached the ratio of 16 to 1. That was in 1913-1920, when for two years the price ranged between \$1.25 and \$1.34 an ounce on the London market. Early in February this year silver was sold in London and New York for 26 1/2 cents an ounce! The principal reason for this is the establishment of the currency of India on a gold basis, in 1926, leaving in the hands of the Indian government some five hundred million ounces of silver bullion to dispose of, of which only about a fifth has found a market.

There is not enough gold today to meet the world's needs as a basis of money. There was a long period, after the gold discoveries in the Rand

and the Klondike, when there was more gold than was needed. Probably the present situation will revive the movement for bimetalism. But in time we shall measure money values neither by silver nor gold but by the average supply and demand of commodities and labor.

Death

The automobile death toll for 1930 has been compiled, and it is a terrifying record. 32,500 Americans were killed in motor accidents, an average of almost a hundred a day. Nearly a million others were injured, 962,325, to be exact. The total number of automobile accidents reported for the year was 835,250.

These figures mean only one thing—reckless driving. Not fast driving, necessarily, for one may drive recklessly at 20 miles an hour. Turning a sharp corner at even that speed is reckless driving. Almost half of the deaths occurred when a car struck a pedestrian. Sometimes it was the pedestrian's fault, of course. A quarter of those killed were crossing streets in the middle of a block. Less than a quarter of the deaths occurred from collision with another car.

The awful thing about the figures for 1930 is that the number of children between five and ten who were killed in motor accidents was nearly doubled during the year.

Two things may help this useless slaughter. Every State should require a license after an examination, before anyone is permitted to drive a car. And every person convicted of reckless driving should have his or her license revoked, and in aggravated cases be sent to prison without the option of a fine.

The demand for respectful seed in Union County has become so great that County Agent T. J. W. Broom is having difficulty locating such seed.

Sunday School Lesson

REV. SAMUEL D. PRICE, D. D.

International Sunday School Lesson for March 15th

JESUS AMONG FRIENDS AND FOES

Luke x, 38-42; xi, 42-46; 52-54

Far more than many may think, Jesus was a very friendly man. He accepted many invitations to be a guest and delighted in the friendships that were increased as He tarried in some familiar home. This time the incident is in Bethany, not far from Jerusalem. The writer was at the traditional site of this place and also entered into the supposed tomb of Lazarus, brother of Mary and Martha, who figure in this lesson.

Both of these sisters have probably been overestimated by their critics. Martha, also, depicted to sit at His feet and learn of Him. Mary has probably attended to her part of the house work that morning. Martha wanted to overdo in the matter of the meal that day, and this was made in accord with Oriental custom. Tudor many a girl is spoiled by both guest and host by too much entertaining. Mary wanted spiritual things rather than physical indulgence. It looks as if Martha had been serving herself with self-righteousness and the fretting was allowed to increase until she exploded against her sister and before the Company.

Foes are seen when the Pharisees come around to find fault with a new Teacher who presents such different rules for daily living. They have added more rules to the Old Testament scrolls than the people can keep in mind, let alone practice. They had fixed a certain day in each year when every grave must be white washed lest some one step thereon, but they would not do anything to help the widow of the man whose body was buried there. Jesus wanted principles observed that would help mankind along the daily pathway. "Ye are my friends, if ye do the things which I command you" is the Golden Text.

More than 73,000 miles in a New Ford

THE substantial worth of the new Ford is reflected in its good performance, economy and reliability. Its stamina and endurance are particularly apparent in sections where bad roads and severe weather put a heavy extra burden on the automobile.

In less than a year a new Ford Tudor Sedan was driven more than seventy-three thousand miles over a difficult route. The operating cost per mile was very low and practically the only expense for repairs was for new piston rings and a new bearing for the generator.

The car carried an average load of 1200 pounds of mail and was driven 250 miles daily. "The Ford has never failed to go when I was ready," writes one of the three mail carriers operating the car. "The starter did the trick last winter even at 34 degrees below zero. The gas runs about 20 miles per gallon. At times I pull a trailer whenever I have a bulky load."

Many other Ford owners report the same satisfactory performance. Every part has been made to endure — to serve you faithfully and well for many thousands of miles.



LOW PRICES OF FORD CARS \$430 to \$630

F. O. B. Detroit, plus freight and delivery. Bumpers and spare tire extra at small cost. You can purchase a Ford on economical terms through the Authorized Ford Finance Plans of the Universal Credit Company.

FEATURES OF THE NEW FORD

Attractive lines and colors, rich, long-wearing upholstery, sturdy steel body construction, Triplex shatter-proof glass windshield, silent, fully enclosed four-wheel brakes, four Hotchkiss double-acting hydraulic shock absorbers, aluminum pistons, chrome silicon alloy valves, torque-tube drive, three-quarter floating rear axle, more than twenty ball and roller bearings, and bright, enduring Rustless Steel for many exterior metal parts. In addition, you save many dollars because of the low first cost of the Ford, low cost of operation and up-keep and low yearly depreciation.

"I will buy only the leading make of tire"

A GOOD RESOLUTION —SEE IT THROUGH



30x3 1/2 TIRES 3.50
29x4.40 TIRES 4.45
30x4.50 TIRES 5.45

Standard Service Station, Home Owned

Central Tire Company

DISTRIBUTORS FOR WATAUGA COUNTY

W. R. Winkler, Manager
Boone and Blowing Rock, N. C.