

**TODAY and TOMORROW**  
 FRANK PARKER STOCKBRIDGE

**CARS . . . . . safety, safety**  
 I went to the New York Automobile Show last week. Even though I am not in the market for a new car, I like to see the changes and the progress made from year to year.

My major impression is that there is no such thing any more as a poor motor car. All of them are good cars, better cars than anyone dreamed of when I began to drive. That the automobile has reached perfection, however, is far from true. Good as the 1937 cars are, the 1938 ones will be better, and so on.

One thing all the makers are stressing is better brakes, requiring less foot pressure. That is a move in the direction of safety. I don't think there was a car in the show that wasn't equipped with non-shatterable safety glass and all-steel bodies. More safety.

The campaign against highway fatalities is bearing fruit.

**SPEED . . . . . control**  
 One thing I missed at this year's show was the selling talk about the high speeds the cars could make. Manufacturers are soft-peddling the speed idea. One car I saw has a warning signal on the speedometer. When the indicator points to forty miles an hour the driver is reminded that he is approaching a dangerous speed.

It was not many years ago when thirty was excessive speed. Now speeds of 60 and 80 miles are not uncommon on the main paved highways. Speed in itself is not dangerous if your tires are sound, but at blowout at 60 miles can do an awful lot of damage. It is the combination of speed and recklessness which is dangerous.

I don't believe much in the idea, often proposed, to put governors on cars to keep them from going faster than 50. The most careful driver sometimes finds himself in a tight place, where only a sudden acceleration to high speed can save him from an accident.

**COMFORT . . . . . for riders**  
 Motoring will be more comfortable

than ever in any of the 1937 cars. Better spring suspension, easier cushions, more leg room both for front-seat and back-seat riders, wider seats so that three can ride comfortably both fore and aft, adjustable front seats to suit the length of any driver's legs, are among the improvements I saw in almost all cars at the show.

All makes are stressing greater ease of steering. Since more women than ever are driving, the steering gear which can be operated with the left little finger becomes important. I noticed most of the cars have placed the emergency brake alongside the driver's left knee instead of in the middle and some have removed the gearshift lever from the center space also.

Such important devices for winter driving as improved heaters, and especially devices to keep windshields clear of snow and frost seem to be gaining favor.

**TRAILERS . . . . . all styles**  
 This year's show presented for the first time a great variety of trailers, costing from a few hundred dollars to several thousands. We seem to be reverting to the nomadic habits of our ancestors, or at least to the pioneer exploring instincts of the early Americans.

I've never tried living in a trailer, but the idea appeals to me as a way of freeing one's self from the restrictions of a fixed abode. If you don't like the climate where you are, roll on until you find the climate that suits you. And dodge the tax collector.

Some communities are trying to tax trailers as residences if they stay too long in one place. I don't believe they can make that idea stick. At any rate, few trailers ever do stay long in one spot. The lure of the open road calls your true trailer devotee on to new scenes and fresh pastures. Most of us, however, are likely to be satisfied with one vacation cruise a year in a trailer.

**NEXT . . . . . two aims**  
 I talked with several motor manufacturers and designers at the show. None of them is satisfied with his present product. All said that the "streamlining" principle was not carried far enough. They can't change designs too radically, however, from year to year, for the public wouldn't buy cars which look like freaks.

All the automobile men told me their two major aims and most difficult problems are more economy in fuel consumption and getting rid of rattle squeaks. They've got farther with the squeaks than with the gas consumption.

Some day motors will be made which will carry an ordinary medium sized car 40 or 50 miles on a gallon. Then we won't all kick so hard at the mounting taxes on gasoline.

**Sanitation**  
 Sister: After I wash my face I always look in the glass to see if it is clean.  
 Brother: I don't have to. I look at the towel.



**World's Largest Bridge**  
 SAN FRANCISCO . . . . . Above is pictured the first flow of traffic across the world's largest bridge, the new structure which spans the bay between San Francisco and Oakland. It was opened Nov. 12, with elaborate ceremonies. President Roosevelt at Washington pressing a golden key which turned "go" lights starting traffic.

**APPALACHIAN WINS FROM CUMBERLAND**

On Friday, November 20, the Appalachian State Teachers College Mountaineers defeated Cumberland at Lebanon, Tenn., 10 to 6, in one of the closest contests of the current schedule, thus bringing to a close the college's best year of collegiate football. As yet the Appalachians are undecided whether or not there will be a post season game.

Out of the nine-game schedule this season, the Appalachian team won eight by unbeatable scores, running up a mammoth score of 296 points to win the national scoring honors. Big Len Wilson, Boone citizen, ploughed his way to national recognition by piling up an individual score of 85 points or 14 touchdowns and one extra point. Several times during the season, the Mountaineers had another player, Rovic Angell, who was near the top of the individual scoring list of the nation.

The ruling of Commissioner W. O. Lowe, of the Smoky Mountain conference, acting on the protest of Carson-Newman and East Tennessee games, leaves Appalachian and Carson-Newman tied for first place in the loop. East Tennessee was victorious over Carson-Newman, 2-0, but the game was protested on the grounds that the Buccaneers played an ineligible man, thus giving the game to Carson-Newman, leaving them untied and unscored on in the conference. According to reports the ineligible player was Jamison, who at the time of the combat was ineligible because of his scholastic rating, was restored in time to play against the Mountaineers, but his restoration was not retroactive according to the commissioner.

**Appalachian Will Hold Hi Tourney**

College to Sponsor Tourney For High Schools of This and Surrounding Counties

Under the supervision and sponsorship of the Appalachian High School association, the second annual tournament for basketball teams in this section, will be held on this campus in the first or second week in March. Last year the tournament was a huge success largely due to the perseverance and initiative of the president of the league, Mr. E. E. Garbee, head of the Physical Education department of this college. This year the schools have shown even more interest in getting plans under way to make this tournament bigger and better than ever. There are approximately sixteen schools represented in this competition in both the boys' and girls' elimination. Boone, Fleetwood, West Jefferson, Cove Creek, Virginia-Carolina and Jefferson were the strongest teams in the play-offs last year, and this year the other schools have stated that their teams will be greatly strengthened to make the competition even keener than at that time. Definite arrangements are not as yet completed, but the committees are rapidly getting things lined up to start the ball rolling towards the first of March.

**COOL, DRY WEATHER IS BEST FOR HOG-KILLING**

The best time for killing hogs on the farm is a cool, dry afternoon, not the coldest day in mid-winter.

On a bitter cold day the job is too disagreeable and there is danger of the meat freezing on the outside before the animal heat escapes from around the bone.

Ideal butchering weather is in a temperature of 28 to 40 degrees Fahrenheit, says R. E. Nance, professor of animal husbandry at State College.

Keep hogs off feed for 24 hours before slaughtering, but give them plenty of fresh water, Nance said. After they have been killed, scald them in water heated to a temperature of 150 degrees.

"If you don't have a thermometer," Nance added, "dip your finger quickly into the water. If it burns badly the first time, it is too hot. If you can dip your finger in and out more than three times in rapid succession, the water is too cold."

A barrel may be used to scald one or two hogs, but where more than two are to be dressed, a vat is much more satisfactory. A small table should be provided, in either case, for picking and scraping the hogs. It should be 12 to 18 inches high and three or four feet wide.

After hogs are scalded and scraped the carcasses should be split down the center of the backbone and the leaf fat loosened from the lower end of the ribs. Hang them in the smoke house to chill over night, but be sure the meat does not freeze.

The next morning, after all animal heat has dissipated, make the various cuts as neat and smooth as possible. Trim each piece closely, as ragged edges and too much fat lower the value of the cured product and also provide a hiding place for meat insects.

**SOIL EROSION COSTLY TO CAROLINA FARMERS**

It is costing North Carolina farmers \$60,000,000 a year to let their soil wash away.

That is the estimated annual depreciation due to erosion and the resultant loss of fertility, gullying of fields, and silting of streams and reservoirs, said Dr. R. Y. Winters, director of the N. C. agricultural experiment station.

This has led to reduced crop yields, abandonment of many fields, and an increase in flood hazard and susceptibility to drought, he continued.

The soil erosion service, the State College extension service, and the experiment station are working to remedy this situation, he stated, but they are handicapped by a lack of information about various conditions over the state.

In seeking information that may be used in developing adequate programs for conserving and building up the soil, the experiment station is co-operating with the U. S. department of agriculture in making surveys and mapping soil conditions of the state.

The experiment station has been classifying and evaluating soils, studying factors that cause erosion, and determining what uses various lands are suited for.

But to date only the surface has been scratched, Dr. Winters declares. A great deal of work lies ahead.

On many farms terracing is not adequate, he continued, and many are too small to permit drastic changes in the cropping system. Yet some adequate means of controlling erosion must be developed and put into practice.

One of the main things, Dr. Winters pointed out, is to grow more soil conserving and building crops that will not only hold the soil in place when it rains, but which will also add more organic matter to the soil.

**GREENE VALLEY 4-H CLUB IN SEPTEMBER MEETING**

The Greene Valley 4-H club met on September 17. The meeting was opened by singing the club pledge. Then we sang songs. Mr. Hamilton was called away to a business meeting and could not be present, but we hope he can be with us next time. Miss Jones taught the girls how to cut a pattern. We will meet again in two weeks, and will be glad to

have visitors—Eula Norris, Reporter

**THE WEDDING**  
 Suicide, accidents and sickness "jinxed" their wedding, but they got married just the same. Read this unusual story in the November 29th issue of the American Weekly, the big magazine which comes regularly with the BALTIMORE SUNDAY AMERICAN. On sale at all news stands.

**DIXIE STORES**  
 BOONE, N. C.

PEAS, ARGO, No. 2 can	15c
PRUNES, 4 lbs.	25c
PICKLES, quart jar	17c
PINEAPPLE, No. 1 can, 3 for	25c
FIG BARS, lb.	10c
DUKE'S MAYONNAISE or Relish, pt.	22c
CHOCOLATE M. M. COOKIES, lb.	17c
FLOUR, Pillsbury's, 24 lbs.	\$1.20
COCOA, 2 lbs.	15c
P-NUT BUTTER, 2 lb. jar	25c
SODA CRACKERS, 1 lb. box	10c
GRAHAM CRACKERS, 1 lb. box	10c
COFFEE, Pure Bean, we grind it, lb.	12½c
ORANGES, dozen	15c to 30c

We carry a complete line of Fruit Cake supplies.

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I will select men to train for electrical refrigeration and air conditioning positions. Experience unnecessary. Write Dept. E, Ref. Eng. Inst., Inc. Warner Building, Youngstown, Ohio.

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**WALKER'S JEWELRY STORE**  
 BOONE, N. C.

**CUT ONLY INFERIOR OR DEAD TIMBER FOR FUEL**

At this season farmers interested in improving their woodlands should go through their timber stands and secure their fuelwood by removing the dead, crippled and diseased trees.

The healthy trees that remain should be thinned lightly so that they can make straight, vigorous growth, advise the State College extension service and C. H. Flory, forester of the soil conservation service.

But do not thin too heavily, he warned, as the light coming through the tops of the trees should reach the ground floor of the forest only in small spots. As the sun passes overhead the lighted spots will gradually move, thus any one place on the ground will not be dried out too much.

Although young trees growing under older ones need a certain amount of light, too much light will do more damage than good, and if too many trees are taken out of the stand the wind and sun will dry the soil and prevent seeds from germinating or kill delicate shoots that have started to grow.

The sun also gives grass a better chance to grow. This growth prevents seeds from reaching the soil and competes with the young trees in their fight for plant food.

There are more thunderstorms in July than June.

**CRAZY Water CRYSALS**

\$1.50 PACKAGE, now.....\$1.00  
 \$1.00 PACKAGE, now.....60c

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