

**"TEAMWORK" IS TEXT BOOK OF L & N. R. R.**

History of Institution Is Told For Benefit of Employees

"It ain't the guns and armaments, nor the army as a whole, but the everlasting teamwork of every blooming soul."

With this philosophy of Kipling as a text, the Louisville and Nashville railroad has issued a booklet, to its employes from the president to the engine wiper, describing the system and in a word selling it to them.

It is a well gotten up booklet, admirably illustrated, and besides giving the business philosophy of the company, also presents a sketch of the history of the L. & N. in particular. The preface by President Map-

other says in part, after stating that the road became a going concern March 5, 1850:

"With pride, may I call attention to the 'imponderables,' those principles of honesty, reliability, service—which among the policies of the L. & N. have remained stable and unchanged. The population has greatly increased; the country has developed; great wars have been fought and philosophies discredited; but moral principles are unconquerable, and the enterprise conducted on such principles is both deserving and assured of successful continuation."

"This manifestation of honesty has earned for the L. & N. the confidence of the public, but such attainment could not have been accomplished on any railroad without the cooperation of the men who do the work—the man who handles the engine, the conductor who collects the tickets, the truckman who drives the spikes, and so on from the highest to the lowest."

**Teamwork Wins.**

Speaking of teamwork, the booklet says—and it is good philosophy for any human endeavor:

"In railroading, every man is a link in the chain of co-ordinated service. Every man is a soldier in the army of transportation. If he units of this army do not function properly or if they do not work together, the service rendered will be poor. It takes teamwork to win. A man may be the brightest, cleverest person in the world, but he cannot accomplish a thing unless he has the help of others. It is a fact that in any organization it is better to have a well-knit, close-working force of less individual power or ability than an aggregation of more powerful and able men who do not work together. It is better to sacrifice individual ability in order to get the 'pull-together spirit' of the whole crowd."

"It is better to have a team of oxen, or a team of mules, of moderate size and average weight that pull together, than to have a team of more powerful oxen or mules, that do not pull together. Last year the Giants beat the Yanks because they worked together almost perfectly. The Yanks had a million-dollar star, but the team work of the Giants won the pennant."

"Now, a railroad is not so small an organization as a baseball team, but the same general principles apply. Every worker in every office, freight yard, or labor squad or department, should pull together with every other squad or department. In other words, every employe of the L. & N. should vie with every other employe to secure the best teamwork for the company and to provide the best service for the public."

**History of the L. & N.**

Few persons know that one of the

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ASHEVILLE, N. C.

oldest railroads in America is the Ponchartrain, railroad which runs from New Orleans to Lake Ponchartrain, now a part of the L. & N. system. It received its charter January 3, 1830. The Lexington & Ohio Railroad, likewise a part of the L. & N. system, received its charter January 7, 1836. Thus two of the earliest railroads in the United States were built in Kentucky and Louisiana, showing that the States of the Middle West and far South were just as enterprising and up-to-date as those of the East. These two railroads first used horse power. In the construction of the Lexington & Ohio road longitudinal limestone sills and iron strips for rails were used so that it would be solid and thus endure forever. Unfortunately the heavy winter frosts played havoc with the stone sills. An old book of that time states that many curves were put in the track by the construction engineers so that the conductor could see the end of his train now and then and be sure that all the coaches were there.

On March 5, 1850 the Louisville & Nashville railroad company received its charter and was given permission to organize, but it was not until September 4, 1851, that books of subscription were opened, when 1,058 shares were subscribed for. The first payment on the stock subscription was \$58,000 of which \$22,555 was paid out for advertising. The remainder was placed in the treasury. The Louisville & Nashville railroad company began its career with \$55,455. The first president of the road was Mr. L. L. Shreve. The first depot was at Tent and Maple Streets, in Louisville. The first offices of the company were in Bullitt and Main Streets, in the Louisville Gas company building.

**Capitalized at \$3,000,000**

The L. & N. railroad started off with an authorized capitalization of three million dollars, for which the city of Louisville subscribed one million, and several counties, three hundred thousand, one hundred thousand, etc. This stock was afterwards bought back from the cities and counties that subscribed for it and they received over four dollars for every dollar put into it.

The early promoters of the L. & N. probably did not have in mind their road farther from Louisville than to Nashville. However, they later conceived the idea of going South to some point on the Mississippi river. The first sleeping cars from Louisville to New Orleans, operated over the L. & N. via Humboldt, the Mobile & Ohio, the Mississippi Central and the New Orleans Jackson & Great Northern.

Of course, trains had been run to intermediate points before the operation of the through train to Nashville. In 1860, the road was 269 miles long. In 1871, the L. & N. railroad leased the Nashville & Decatur railroad and acquired the Memphis, Clarksville & Louisville railroad. In 1872, the L. & N. acquired the Mobile & Montgomery, the New Orleans, Mobile & Texas, the Pensacola railroad, and the Pensacola & Solon; and built the Pensacola and Atlantic. To the North, it acquired the Louisville, Cincinnati & Lexington and the Owensboro & Nashville; it acquired the Kentucky Central, the Evansville, Henderson & Nashville and leased the Southeast & St. Louis; it brought controlling interest in the Nashville, Chattanooga & St. Louis railway; and leased the Georgia Railroad jointly with the Atlantic Coast lines. Subsequently it constructed the Birmingham Mineral and the line to Norton, Va., and acquired the Alabama Mineral, the Atlanta, Knoxville & Northern and the Lexington & Eastern, extending the latter 100 miles into the coal fields.

**Write us about our Distemper and Black Tongue Remedy for Dogs.**

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no appetite, indigestion, Wind on Stomach, Sick Headache, "ras downs," you will find

**Tutt's Pills**

what you need. They tone the weak stomach, and build up the system.



**\$1,540,000,000**

**The Railroads Are Spending Millions of Dollars in order to Better Serve You**

The railroads of this country have recently expended or have authorized for improvements sums aggregating \$1,540,000,000. This is equivalent to an average of approximately \$6,600 per mile.

During the 12 months ending May 1, 1923, the L. & N. Railroad has expended and authorized a total of \$52,486,510—an amount 3 times greater than the actual income from the operation of its property—equivalent to an average of \$10,411 per mile. This large expenditure of money—far above the National average—is being made by the L. & N. to provide more freight cars and locomotives, bridges, terminal facilities, etc. and place the whole plant equipment in shape to render better service to the public; and this is being done in spite of the fact that, since the end of Federal control, the average rate of return earned by the L. & N. has been only 2.33 per cent.

The railroads are doing their best to furnish efficient transportation at the lowest possible cost. Do nothing that will hamper them.

**\$10,411 Per Mile**

**L & N**

THE OLD RELIABLE

**STATE PRISON CAMPS GIVEN HIGH RATING**

**Nine Camps Given Rating of Ninety-Six Points**

Raleigh, July 30.—Sanitary conditions in the camps maintained in various sections of the state by the State Prison are excellent, according to the findings of the inspectors of the State Board of Health.

Official inspections by representatives of the health department have recently been completed of nine of the twelve camps which are now in operation. The average sanitary score, according to the reports, is 96.4.

The nine camps, together with the name of the supervisor in charge and the score, follows:

Caledonia farm, C. J. Rhem, 94.  
Cary farm, Jesse Hillard, 97.  
Timberlake, E. L. High, 95.  
Penland, J. B. Holloway, 97.  
Shelby, L. H. Changton, 97.  
Mount Holly, N. E. Raines, 95.  
Durham, K. B. Ewing, 99.  
Mount Olive, T. F. Cates, 98.  
Hiddenite, F. C. Berry, 98.

The points scored are based on location, construction, water supply, food and nutritional condition of prisoners, clothing, bedding, bathing facilities, sleep and recreational privileges, disposal of sewerage, absence of vermin, screening against flies and mosquitoes, physical records of prisoners, vaccination against typhoid fever and smallpox, and absence of tuberculosis and syphilis.

The possible 100 points which may be scored are made up in the following manner:

Location, with respect to drainage, winds, marshes, stables, sewerage, 5 points.  
Construction, with respect to air space, sunshine, lights, separation of races, furniture, shower baths, 10 points.  
Water, with respect to analyses, location of supply, structure of well or pump, water container, individual drinking cups, 5 points.  
Food and nutritional conditions, deductions are made for more than five per cent underweight, and for loss of time from illness, the maximum score for this item being 18 points.  
Clothing, with respect to its sufficiency according to the weather, for changes and for night wear, 5 points.  
Bedding, to be sufficient dimensions, clean, with pillows, pillowcase, sheets, 7 points.  
Bathing facilities, to include wash basin with towels and soap for daily facial bath and cleansing of hands, and general baths at least weekly, 5 points.  
Sleep and recreation, to include minimum of eight hours sleep, with privileges of some recreation and games.  
Sewage, includes sanitary disposal and so as to not endanger water supply, 7 points.  
Absence of vermin, 8 points.  
Proper physical records of prisoners, 5 points.  
Screens against flies and mosquitoes, including precautions fly-breeding and the absence of malaria, 5 points.  
Vaccination against small pox, 2 points.  
Vaccination against typhoid fever, 3 points.  
Absence of tuberculosis and absence of syphilis, each 5 points.

**NOTICE TO CONTRACTORS.**

The Highway Commission of Beaverdam Township will receive sealed bids for the grading of a road from the Murphy Township line to Unaka, including culverts, up to the 6th day of August, 1923. Information can be had as to number of yards, etc., upon application to J. C. McClelland, engineer. The Commission reserves the right to reject any and all bids. Address all bids to Highway Commission, Beaverdam Township, Unaka, N. C.

This July 23, 1923.

**HIGHWAY COMMISSION,**  
Beaverdam Township.

A little thing like a ditch properly surveyed and graded meant an improvement worth several thousand dollars to one eastern Carolina farmer. This farmer had been troubled with water on his land for several years, and wanted to pay the county agent for the help given when the ditch was seen to work properly.

**More Wood Consumed Here Than in Any Other Country**

The United States uses more wood than any other country. In fact the consumption in this country equals about two-fifths of the entire consumption of the world, or, expressed in round figures, about 22 1/2 billion cubic feet, declares the Department of Agriculture. The per capita consumption in this country is 212 cubic feet, of which 110 cubic feet, or a little more than half, is saw timber, and the balance consists of cordwood, continues the department's report, which was recently printed for public distribution.

Including the losses by fire, insects and disease, the total drain on the country's forests is close to 25 billion cubic feet. At the present time this country is growing only about 6 billion cubic feet. However, according to the data contained in the report, if the entire forest area of the country some 470,000,000 acres—were placed under intensive forestry about 27 billion cubic feet of timber could ultimately be produced each year. This amount

would exceed the present drain on our forests by a relatively small margin.

Because his daughter is a member of the Hutaff Poultry Club in New Hanover, one father decided that he would put in pure bred poultry and build a modern house for handling them, says Miss Florence Jeffcoat, Home agent in that country.

**50 GOOD CIGARETTES 10¢**

GENUINE "BULL" DURHAM TOBACCO



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A standard Two-Year State Normal School preparing teachers for elementary schools. Three distinct curricula:

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(b) For teaching in intermediate grades, leading to Grammar Grade B Certificate.

(c) For teaching in upper grades, leading to Grammar Grade B Certificate.

Enlarged faculty of specialists in teacher-training work; excellent practice school, with new building and equipment throughout; one of the best girls' dormitories in the State just being completed; dormitory for men; new central heating plant.

The State also has a standard four-year high school here which while being distinct from the normal school work, is under the same management. Tuition in the high school free to North Carolina students.

**The School is in the Picturesque Tuckasegee River Valley, in Jackson County**

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**H. T. HUNTER, President**  
Cullowee, N. C.

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—friendliness has been buried under the—  
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—PARKER'S. We appreciate your busi—  
—ness today just as much as in the days—  
—when our customers numbered far below—  
—what they do now and your wants re—  
—ceive just as much consideration and at—  
—tention as though you were the only one—  
—on our list—

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