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"If the choice were left to me whether to have a free press or a free government, I would choose a free press."—Thomas Jefferson.

THURSDAY MORNING, SEPT. 24, 1931



POPULATION DATA

CITIES AND TOWNS

Salisbury	16,951	Gold Hill	156
Spencer	3,129	Granite Quarry	507
E. Spencer	2,098	Rockwell	696
China Grove	1,258	Faith	431
Landis	1,388	Kannapolis	13,912

TOWNSHIPS

Atwell	2,619	Morgan	1,327
China Grove	8,990	Mt. Ulla	1,389
Cleveland	1,445	Providence	2,589
Franklin	2,246	Salisbury	25,153
Gold Hill	2,642	S. Irish	1,251
Litaker	2,562	Steele	1,142
Locke	1,904	Unity	1,406

ROWAN COUNTY 56,665

OUR RETAIL STORES

Salisbury is rightfully proud of the retail establishments which make up its business district. For the most part they are operated by efficient merchants who seek to give to their customers honest value for their money. The local retail merchants deserve the support and patronage of our citizens.

Our local merchants are a part of a gigantic retail system of retail establishments existing throughout the United States. The Census Bureau announced recently that there were 1,549,168 such stores in the United States, doing a total business the year 1929 exceeding fifty billions of dollars, a per capita sale of slightly more than four hundred dollars. Other interesting facts ascertained by the survey of the government are summarized as follows:

"Census of Distribution figures show that of the 1,549,168 retail stores in the United States, 497,715, or 32.13 per cent, are engaged primarily in the selling of food products, and the net sales of these stores in 1929 totaled \$11,310,627,359, about 23 per cent of the \$50,033,850,792 total retail sales. The figures also reveal that of the \$407.52 per capita retail sales \$92.12 was spent in 1929 in stores selling primary food products.

"Automotive establishments were next in number and total sales—253,322, with net sales of \$9,546,897,913, about 19 per cent of the total retail sales. Per capita automotive sales amounted to \$77.76. General merchandise stores stand third in importance, with a total of 70,263 stores, and net sales amounting in 1929 to \$7,140,515,384, or 14.27 per cent of the total. The per capita sales of general merchandise stores amounted to \$58.16.

"Country general stores, which are a combination of food and other merchandise stores, numbered 87,683, with net sales of \$1,927,622,967, about 4 per cent of the total sales; their per capita sales were \$15.70. The country general stores classification is used only in places of less than 10,000 inhabitants.

"Net sales of the apparel stores, including women's apparel and accessories and men's wear, amounted to 8.62 per cent of the national total; furniture and household stores, 4.57 per cent; restaurants and other eating places, 4.19 per cent; lumber and building, 7.27 per cent."

THE COST OF CRIME

While many elements in the cost of crime are indefinite and not subject to an estimate, the Wickersham Commission in one of its reports estimates that crime in one year exacts a toll of considerably more than a billion dollars from the people of the United States. This has been summarized as follows:

Federal criminal law administration	\$52,768,000
State police	2,000,000
State penal and correctional institutions	51,720,000
Criminal law administration in 300 cities	247,700,000
Private industrial police in Pennsylvania	1,280,000
Private protective service in	

large cities	10,000,000
Private watchmen	159,000,000
Armored-car service	3,900,000
Private correctional treatment of criminals	850,000
Insured losses due to crime	47,000,000
Mail-frauds	68,000,000
Insurance against crime	106,000,000
Safes, chests, vaults	4,227,000
Bullet-proof glass	311,000
Known incendiarism	2,000,000
Burglary of banks	1,800,000
Thefts from jewelers	2,000,000
Railroad freight thefts	1,100,000
Forgeries	40,000,000
Indirect cost through loss of productive labor	332,000,000

Total \$1,124,314,000"

We refer often to the high cost of armament and the terrific burden of expenses in connection with war. Side by side we should keep before our minds the enormous waste in money caused by crime.

Every citizen in this country can help reduce this charge. Every mother and father in Salisbury entrusted with training of children can share in the task of instilling proper ethical conceptions and moral principles to guide the conduct of their children through life.

GOING TO THE COUNTRY

Many economists are questioning whether the tendency of population to concentrate itself is not coming to an end.

It would seem to be logical that, with the advent of the automobile and good roads, making the problem of individual transportation less difficult, many workers in cities would reside in less thickly populated sections to secure the advantages of more room and smaller rentals.

While the census figures do not yet indicate that the larger cities of the nation are showing signs of a decreased population, there are indications of unquestionable significance that there is a decentralizing process going on, which is adding to the number of those living in rural sections as against those living in the smaller towns and cities.

The number of inhabitants living on farms in the United States dropped from 31,614,269 in 1920 to 30,447,550 in 1930. This was a decrease of the number of persons living on farms of 3.8 per cent. This group constituted 29.9 per cent of the total population in 1920 and 24.8 per cent in 1930.

However, the number of inhabitants living in rural territory increased, notwithstanding. During the same period the population in rural sections but not on farms increased from 20,047,377 to 23,662,710, representing an increase in the total population from 19 to 19.3 per cent. The rural non-farm population increased 18 per cent during this decade.

The city dweller, faced with high rents and other high living expenses, can now live in a rural community or town and by using a car and the modern highway be just as close to his work as when he formerly walked or waited on the street car even though the distance in miles has been increased ten fold. If industry adopts the shorter working day, as it will in the course of time, such workers will have ample time to supplement their industrial occupation with the production of a limited amount of foodstuffs at a home in the country where sufficient room for a garden, a cow, and poultry is to be found.

ROADS FOR FARM RELIEF

Since 1915 the number of automobiles in use in this country has increased at the rate of 1,000,000 a year. It is estimated that 28,000,000 cars are now in operation.

Vast sums have been spent for road building, with the result that fast, well paved highways carry us from city to city, from state to state. The average city dweller thinks that the United States is adequately provided with good roads.

As a matter of fact, however, only an infinitesimal fraction of roads in use have been extensively improved. Five million farmers, according to an authoritative survey, are cut off from their markets during a part of each year by impassable roads.

Good roads that keep the farmer in contact with his markets at all times and allow him to transport goods quickly and economically, are an essential factor giving agriculture a sound economic foundation.

EXEGETICAL

(From The Toledo Blade)

Men who argue that anything can be proved by the Bible should be delighted with this sentence from Psalms: "The rebellious dwell in a dry land."

"Who Owns the Air?" inquires an editorial caption in the Goldsboro News-Argus. Frankly Ye Paragapher doesn't know; so many people have been told to take it.—Greensboro News.

THE WATCHMAN TOWER

To the Lovers of Nature in Salisbury and Rowan County:

My dear Friends:

September's here, prelude to the brilliant tapestry of autumn weaves.

Already nature has prepared those golden days which are a joy and delight. Late apples ripening. Chrysanthemums, autumn's own flowers, are inclining to buds. Maples and sweet gums on high ridges are showing faint touches of color scarcely discernible among the lustrous greens of oaks and sycamores. Tall meadow grass has gone to head and the sumac's fruity spikes are darkening. Birds are congregating to discuss the flight southward. Scampering squirrels invite a speaking gun.

The long evenings of midsummer have already gone, and the early dawns are following them into the far south. Bird dogs grow restless, pumpkins are turning yellow and the ears are hanging heavy in the cornfields. Soon will come Thanksgiving, snow. But between August's heat and October's frosts remains September, season of beauty and nature's benevolence.

Extend yourself, exercise your soul. It'll keep your morale up.

GOVERNOR MATTHEW ROWAN.

Mr. C. L. Neel,

R. F. D.,

Salisbury, N. C.

My dear Mr. Neel:

Allow me to congratulate you on Rowan's Neda, W. S. R. 103803, a cow bred by you, which established a new Guernsey record for milk and butter fat. Your product has surpassed all records in this field and I am sure all dairy men in this county, as well as in the state, are proud of you.

I extend my best wishes and wish you continued success in the future in your dairy activities.

GOVERNOR MATTHEW ROWAN.

To the Promoters of the

Daniel Boone Trail:

Gentlemen:

Blazing of the Daniel Boone trail across this state to Kentucky is a noteworthy achievement. It assures us that the wonderful road systems of this state and country are not merely laying out of hard surface consisting of rock, sand, lime, cement and tar, but that it is also a thing of beauty, sentiment and a work to be appreciated.

It is especially pleasing to those of us who are fortunate to live where Daniel Boone lived; where he made his home and had his being; where he bought land and sold it, (as shown by the records in the office of the register of deeds of Rowan county), and where he lived during an important period of his life.

We not only wish to thank those of you who have made the Daniel Boone trail a reality, but to assure you of our appreciation.

GOVERNOR MATTHEW ROWAN.

To the Merchants and Manufacturers of Salisbury and Rowan County:

Please allow me to heartily endorse your plans for an exposition in Salisbury during the week of Sept. 26-October 3. It will be an inspiration not only to all business-minded people of our city and county, but also an inspiration to all of us who have faith in the future progress, wellbeing and continued growth of our community.

If the exposition does nothing more than to instill into our beings the assurance that the depression is waning, the event will be well worth its while. I wish you success.

GOVERNOR MATTHEW ROWAN.

State Highway System,

Raleigh, N. C.

Gentlemen:

I was glad to learn that you plan to mark the county highways throughout the entire state, directing the travelers to all places of importance and interest.

This is a work that will prove beneficial, and I extend to you my felicitations. It will further boost the highway system of the state in the eyes of the world.

GOVERNOR MATTHEW ROWAN.

To the Owners of Vacant Lots in Salisbury:

Driving about over the city, one sees here and there vacant lots grown up in tall grass and weeds, not only being very unsightly but making fine breeding places for mosquitoes if we should have a period of wet weather. One can find places in high class residential sections where the grass and weeds are so tall alongside the paved walks that a pedestrian would have to get out into the street after a rain or heavy dew to avoid getting his clothing wet. By all means the grass and weeds should be cut off all such vacant lots, as a matter of civic pride,

to say nothing of sanitation and mosquitoes. There are many men hunting work and being aided by charity who would be thankful for such jobs.

GOVERNOR MATTHEW ROWAN.

Sanitary Department,
Salisbury, N. C.

It is gratifying to learn that your department is making a determined effort to clean the mud off the sidewalks in the residential sections, where it has been washed down from higher abutting ground. As I have pointed out in previous letters, pedestrians in some of our best residential sections have to leave the sidewalks in places after rains and walk out in the streets to get around the beds of sticky mud. I am glad to note that the situation is being remedied as rapidly as possible with the force at your command. It will be appreciated.

GOVERNOR MATTHEW ROWAN.

To Salisbury and Rowan County

Motorists:

For the past several months there has been no occasion for slowing down of automobiles when passing through the various school zones. But it is very important now since the schools have opened.

Special efforts on the part of city and county police are being made to properly regulate all traffic in school zones and your co-operation is not only requested but is imperative.

It is up to the motorists to form the habit again of taking extra precaution when passing schools.

GOVERNOR MATTHEW ROWAN.

COMMENTS

Please be brief. As a rule 200 words should be enough. Your name and address must accompany each communication as an evidence of good faith. Your name will not be published unless you wish it, but signed letters will be given the preference

A PLAN TO PRESERVE SURPLUS VEGETABLES AND FRUITS FOR RELIEF WORK THIS WINTER.

To the Editor:

In Philadelphia a plan has been put into operation whereby the fruit and vegetables which the farmers have not been able to dispose of are being gathered in trucks loaned by merchants and distributed to the various churches and synagogues. A fund has been collected for jars and sugar and volunteers from the congregations are putting up in the church kitchens quantities of food to be distributed to the poor when needed.

Could not some energetic woman with executive ability start some such plan here? I am sure there would be plenty of willing volunteers were there only a capable leader to get things started.

A WOMAN.

WHY SOME MARRIED WOMEN WORK, AND NOT FOR LOVE OF IT.

To the Editor:

Why are so many married women working? Because the mother is responsible for the children's appearance and health to the teacher and health investigators. Milk is \$5 a month for one quart daily. Toothpaste, shoes and numerous other items which are becoming compulsory must be purchased. Where is the woman going to obtain the money to buy them? How many of the working mothers are going to work in automobiles daily?

Fathers spend two-thirds of their salaries on automobiles, which sometimes are a necessity, but not always. Where will we ever find some one honest enough to admit the necessity of help in a home where there are children, as they require complete care until the age of 18 years?

How can anyone think that after a mother prepares breakfast and lunches for five people every morning year in and year out, does all her house work except the heaviest laundry, and still must leave home 8 o'clock every morning she does so for the love of work? There does not seem any other way to obtain a peaceful living.

Until some one will compel the employer to send part of the salary directly to the mother there is not going to be any great improvement in the business world for anything but automobiles. Such conditions are often the cause of divorces also.

A SLAVE.

ORTA BE A LAW TO PREVENT ANYONE UNDER 21 YEARS OF AGE BEING GRANTED A LICENSE TO DRIVE A MOTOR CAR, HE THINKS.

To the Editor:

This thing called American freedom is all very well, but when it is so abused by youngsters of 15, 16 and 17 it's time that something was done to that freedom.

I allude to the reckless driving of automobiles by these young, irresponsible hoodlums.

A yellow roadster with four or five youngsters ranging from 15 to 18 came along at a breakneck speed to

the left of the street car in which I was riding and speeded by just in time and missed being hit by the car by perhaps a foot. Everyone in the car gasped, yet these mere children kept right on going without "bating an eyelash," so to speak.

I would urgently suggest that a bill be introduced in the Legislature that no licenses should be issued in this state to any under the age of 21 years.

Perhaps automobile accidents might be decreased thereby.

A MOTORIST.

WOULD HAVE US GO BARKING GOOD TIMES.

To the Editor:

Young men who are not old enough to remember the Reconstruction period following the Civil War between the States, know nothing about hard times. We of the Southern States, lost every thing but our land as a consequence of the war; we had no money of any kind. Business was transacted by bartering or swapping with each other. The farmers who had more wheat than the family could consume, would swap for corn, potatoes, etc., with a neighbor who had a surplus of such commodities. This was the way business was carried on. Asheville was the mountain metropolis and the clearing house where the big exchange business was carried on in western North Carolina. The writer would drive a four-mule team from North Buncombe, for his father; which would be loaded with corn, wheat, oats, etc., and barter the whole load for salt, domestic cloth, and whatever was there for bartering, and we did not look upon it as a hardship; but as a great blessing that the war; which had been going on for four years, was over and everybody gone to work. If every man, woman and child in North Carolina, job or no job; would go to work and go to bragging about what a good country North Carolina is; and how plentiful provisions are for everybody; hard times would be over right then. The writer will admit there is cause for our economic depression; but that cause is principally in the mind of the people. Now let's everybody quit howling depression and hard times and go to barking for good times and prosperity; and see what will happen.

J. R. SAMS,
County Agent at Large,
Davidson, N. C.

Kidnapped Bookie Returns To Home

Gary, Ind.—William C. Flanagan, horse-race bookie kidnapped five days ago while exercising his wife's Pekinese, returned to his hotel apartment home.

He immediately retired to his rooms and refused to discuss the terms of his release.

His attorney, J. Glen Harris, who said he negotiated with the kidnapers, reported that they released him at a filling station at Tolleston, a suburb.

Harris said no money had been paid the kidnapers.

"I obtained information," he said, "from a rival gang and bargained with them on the basis that I would expose Flanagan's hiding place unless they returned him."

Harris intimated, however, that a small amount would be paid over now that Flanagan had returned unharmed.

Feed Cows More, As Pastures Decline

As pastures decline and the grasses become tough and woody, the dairy cow needs an additional allowance of both grain and forage. If this allowance is gradually increased as the pastures fail, the milk flow will be maintained. If not, dairymen will have a costly job trying to get the milk flow back up to normal later on.

This is the opinion of John A. Arey, dairy extension specialist at State College, who asks dairymen in all parts of the State to keep an eye on their pastures. Usually in September and October, the milk flow begins to drop. The main cause for this is that the grazing is short and more fibre and less protein are in the grasses. Where good fall pasture, such as provided by lespedeza or other legumes, is available, the cows will provide an economical milk flow with only a light grain ration if they are allowed to graze day and night.

Even then, he says, the animal should have at least one pound of grain to each four pounds of milk produced. This may be continued until the grazing begins to fail, when the grain should also be increased. Mr. Arey says a good grain mixture for this season of the year and which is also suitable for winter feeding when plenty of legume hay is available, is made up as follows: 400 pounds of corn meal; 300 pounds of cottonseed meal; 200 pounds of wheat bran, and, 100 pounds of ground oats. One-half of this corn meal may be replaced by crushed wheat or barley on farms where these two are available and corn is scarce.