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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.

FRIDAY MORNING, DECEMBER 25, 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

THIS MATTER OF GIVING

During a time of unemployment when the public is asked to contribute funds to needy individuals through charity organizations there always arises an opposition whose prime function is to undermine the spirit of the undertaking.

Statements as "I always give direct to the individual and not to an organization, thereby assuring myself that those in need receive the full benefit" may be heard. The truth of the matter is that indiscriminate giving by an individual does more harm than good. Pand-handlers and professional beggars usually reap the benefits and as a result many cases of actual need are neglected.

Salisbury is indeed fortunate in having charity organizations that render impartial service to those in need. A dollar given to the Red Cross, Salvation Army or other like organizations does the greatest work possible.

Be loyal to your fellow citizens in need as well as to yourself—support our charity organizations to the fullest extent!

STILL HAVE CHAIN LETTER FOLLY WITH US

Within the past several days we received two chain letters, containing much the same material and sent with the warning that if they were not copied and sent on to other friends the "charm" would be broken. We were just thinking of the time and energy wasted on these worthless chain letters when we saw the following in The Winston-Salem Journal:

"A mathematical friend, who works problems for recreation and rest from his daily occupations, sends us the following:

"I have just received another chain letter, which of course I have not answered, knowing that the post office has tried hard to have them discontinued. But my great question is always, 'Why?' So I worked out a few figures in which you may be interested.

"This particular letter asks each recipient to make nine copies and send them to his 'more intelligent' (sic) friends. On this basis, the first set took nine letters, the second 81 as each one calls for nine more. The third set means 729, the fourth 6,561, and so on. The letter I received shows on the face of it that it is in the 33rd series. I have made a few approximate calculations as to what would have happened if no one had broken the chain. Of course I used logarithms, which are accurate only to one part in 100,000, so a large number of zeroes appear in my figures.

"Disregarding all previous letters, and taking only the 33rd set, the following remarkable facts appear: The total number of letters in that series will be 308,989,000,000,000,000,000,000,000, which is an almost inconceivable figure. Reducing this to stamps, and assuming that about 300 stamps will make a pile one inch high, the stamps required, if stacked accurately on the 52,250 square miles in North Carolina, would make a pile 5,301,000,000 miles high, or they would require to hold them, 28,250,000 globes the size of the earth. If purchased for the purpose of this chain letter, the cost would be \$6,179,780,-

000,000,000,000,000,000,000,000,000.

"These figures can be easily verified by anyone who cares to go to the trouble of multiplying 9 by itself 33 times. I would suggest this as a good punishment exercise for an arithmetic student, but be sure to supply plenty of paper and pencils, and a lot of time.

"In the above calculations I have assumed the thickness of the stamp and gum at .00333 inches, which is a little small. The size of the stamp I have taken as 1-inch and 78-inch wide, which is also small, and I have assumed the diameter of the earth as 8,000 miles, which is not exactly accurate, but I believe my figures are correct to within two per cent. at most.

"If the recipient of a chain letter, regardless of its threat of bad luck, or promise of good fortune, would spend half as much time figuring the enormity of the mail overlooked, as in writing additional letters, the evil would stop now."

PLIGHT OF RAILROADS

The plight of railroads of the United States is due to the principal factors; first the loss of business due to depression, and second: unequal competition with other forms of common carriers.

To meet the first the usual forms of retrenchment have been followed including curtailment of operating expenses. A restoration of more normal conditions would naturally be expected to pick up much of the slack. Combatting the latter however is a subject of an entirely different aspect.

The railroads in most communities are the heaviest taxpayers. They are subject to rigid regulation, must maintain high standards of service, and receive no subsidies.

This places them at a disadvantage in meeting competition from forms of transport, which in some cases are recipients of governmental subsidy, in others are unregulated, and comparatively tax free.

The problem then would appear to be better co-ordination of transportation methods. This affects not only the interests of the railroads but that of the public as well. With the property values of the railroads substantially reduced, the communities will have suffered losses of tax sources which will then be passed on to other forms, not to mention the unfailing transportation service that the rail lines furnish.

Of course there is a place for busses and trucks, also for waterways. There is no logical reason why each of these forms of transportation should not stand upon its own feet. They should be subject to the same standards of regulation and should bear their proportionate part of the tax burden.

It has been suggested that the solution may lie in assigning each mode of transportation a particular field. Spokesmen for the railroads have stated that they are willing to an allotment that would give the rails the long hauls; the trucks to retain and increase the terminal and short-haul business, and co-ordinated rail-truck service would carry the goods from the door of the shipper to the door of the consignee.

One thing is certain that something must be done, and that before long, or this country will suffer the wiping out of billions in value of railroad property, a condition that no one would welcome.

LOGICAL WORK FOR FARM BOARD

An article in "Fortune" gives a remarkably lucid and unbiased account of the activities of the Federal Farm Board.

It points out what most of us have forgotten—that the Board was originally formed principally to assist the development and strengthening of farm cooperatives. In this it has done good work. Where it came to grief was in seeking to do the impossible—to stabilize prices by financially unfortunate gambles in the wheat and other markets.

The assistance of cooperatives is a laudable plan. The cooperative is an economically sound scheme for really improving the proposition of the farmer. It has been given the approval of farm leaders, political leaders and industrial leaders. It has produced fine results in actual practice—as such strong cooperatives as the Dairymen's League of New York can show. Its main difficulty is in getting the farmer to really cooperate—all the time, in prosperous times as well as in bad times.

If the Federal Farm Board is continued, it should return to its original aim—to help the cooperative. If it does that, it can aid the farmers of the nation immeasurably. Strong, loyally supported cooperatives, whether they deal with milk or wheat or grapes or almonds, can do much to lead agriculture out of the depths.

Farm cooperatives are no different from other trade associations and organizations which exist in all lines of business and industry to help stabilize the production, sale and distribution of the services or products of their members.

And Many of 'Em



THE WATCHMAN TOWER

Mr. R. L. Rankin,
Chief of Police,
Salisbury, N. C.

My dear Chief:

It should not be surprising if a fatal accident occurs one of these mornings as a result of the practice of milk truck drivers taking the wrong side of the street. Several times recently it has been reported to me, and more than once I have personally observed, that these trucks suddenly dart over from the right to the left side of the street even when meeting other automobiles. It is not unusual for motorists to have to stop suddenly to avoid a collision when one of these trucks unexpectedly swerves over to the left side without warning.

Of course nobody wants to handicap these delivery men in serving their patrons, but some of them are endangering the lives of other people as well as themselves by their disregard of the traffic laws. It might be well to warn these drivers that they must cut out their recklessness, and then bring some of them into court if they do not heed. I am told that only a very few of them are guilty.

GOVERNOR MATTHEW ROWAN.

Mr. B. V. Hedrick, Mayor,
and Members of the City Council:

My attention has been called to the fact that Salisbury needs a new city code. I am informed that it has been many years since the city ordinances have been prepared in book form.

I feel that the preparation and publication of a new city code, containing all the effective municipal ordinances up to date, revised, classified and indexed, is very essential. It has been needed for a long time.

Only a very few copies—probably five or ten—of the old code are available. Many of the ordinances are out of date and have been replaced by new ones. None seem to be available when needed.

I hope some arrangement can be made in the near future for a new city code and I trust you gentlemen will keep this matter in mind until this is done.

GOVERNOR MATTHEW ROWAN.

Mr. George A. Fisher,
Salisbury, N. C.
My dear Mr. Fisher:

I desire to congratulate you upon your election as consul commander of Rosewood Camp No. 175, Woodmen of the World. I wish you and your organization much success during the coming year.

GOVERNOR MATTHEW ROWAN.

COMMENTS

WELL, LET RITCHIE DO IT.

To the Editor:

The slogan "Get Rich With Ritchie" seems to answer the nationwide slogan of the last few months,

or, shall I say, three years, "Who—For Hoover."

We don't want to get rich, just get that guy out of there.

WARREN P. LEONARD.

"NOT A SALISBURIAN" IS AMUSED.

Greensboro, N. C.
December 19, 1931

To the Editor:

A friend has mailed me a copy of your issue of December 18. I was very much amused at the several letters in your paper in answer to my letter of recent date wherein I criticized the Salisbury boys for their "freshness."

I am glad my letter provoked some thought. It probably did some good. I shall write again soon.

"NOT A SALISBURIAN."

A DEFENSE OF THE SALISBURY GIRLS.

To the Editor:

A bad taste in one's mouth usually comes "The morning after the night before." I am referring to the article in The Carolina Watchman last week which was written by a young lady who has a bad taste in her mouth and wants to know if there are any young men in Salisbury who can take a girl for a ride or to a show without "mauling all over her or telling her his indecent thoughts."

I know quite a number of young Salisbury men who are capable of behaving like gentlemen and who take girls to the show because they respect them and wish to entertain them rather than to maul all over them.

A girl gets out of life just what she is looking for. If she is looking for mauling there is no doubt that she will get it, whether she is in Salisbury or any other place.

As for actions of the Salisbury girls, we are not all like the ones you describe but we do all get what we are looking for.

A SALISBURY GIRL.

IF ONLY BRYAN COULD SEE US NOW.

To the Editor:

This depression may not prove that Williams Jennings Bryan was a long-

Smilin' Charlie Says



The biggest job o'th' year for Dad, is tryin' to get Johnny to sleep on Christmas Eve. ---

range prophet; but, at any rate, several pet ideas the Great Commoner agitated vigorously more than a generation ago are now coming home to roost with a vengeance. One of those is guaranteed bank deposits.

Had we had some sort of insured bank deposits regulation, this depression doubtless would have been much shorter and much less harsh. Even the banking profession, which unanimously fought the Bryan issue tooth and nail, would likely be glad now for some such a life-line.

Here are some of the sinister spirals in this financial house that Jack built and which could have been averted. Insured bank deposits would have been the very keystone in our financial arch of credit and currency.

That would have ended the fear of bank duns and failures.

That caused the panicky pursuit of ruinous liquidity.

That caused wholesale foreclosures.

That forced sales under depressed conditions.

That ruined prices and values.

That wiped out equities.

That stagnated the markets.

That forced still more and more foreclosures.

That produced the vicious economic cycles.

That tail-spinned us to the dire depths of depression.

Federal guaranteed or insured bank deposits would surely bring very rigid bank examination and inspection that would reduce to a negligible minimum the tendency to unsound banking at the expense of safe and sane institutions.

ALLEN BOWER.

Spencer, N. C.
Dec. 19, 1931.

To the Editor:

Am sending in a few penalties the banks overlooked when putting on their penalties.

Entering bank, 50 cents.

Coming back to bank same day, 25 cents.

Calling bank over phone, 50 cents.

Each additional call, 25 cents.

Asking for change, \$10 bill (if you have one), 50 cents.

Inquiring as to balance, 50 cents, (if you have one).

Inquiring as to balance, if you have none, \$1.00.

Writing check, 22 cents.

Writing check with uneven figures, \$1.00 (example: ten and 76-100).

Asking to renew note, 12 months on roads.

Asking for loan, tried by committee of bankers and, of course, shot at sunrise.

But they pay 3% on savings.

DR. G. B. ALBRIGHT.

It was a high speech of Seneca, after the manner of the Stoics, that the good things which belong to prosperity, are to be wished; but the good things which belong to adversity, are to be admired.

Men of noble birth are noted to be envious towards new men when they rise; for the distance is altered; and it is like a deceit of the eye, that when others come on, they think themselves go back.

Do Your Christmas Shopping NOW!