

**The Carolina Watchman**

PUBLISHED EVERY FRIDAY MORNING BY  
THE CAROLINA WATCHMAN PUBLISHING CO.  
SALISBURY, NORTH CAROLINA

Established in 1832 100th Year of Publication

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PHONES:  
News and editorials 695  
Advertising and circulation 532  
Business 532  
Locals and Personals 3010-J

SUBSCRIPTION RATES  
Payable in Advance  
One Year \$1.00  
Three Years 2.00

Entered as second-class mail matter at the postoffice at Salisbury, N. C., under the act of March 3, 1879.

"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, FEBRUARY 5, 1932

**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

**LOW WAGES AND PROSPERITY**

One of the arguments of wage reduction advocates is the claim that lower wages will stimulate business recovery and hasten the return of prosperity by enabling manufacturers to reduce their production costs and consequently the prices for the articles which their employes produce.

This contention received a heavy blow by the report of the U. S. Bureau of Agriculture Economics on wages of farm laborers. The Bureau said that wages on United States farms have dropped below the 1931 level. Lowest wages are paid in the South Central and South Atlantic States, at 72 to 74 cents a day with board and 96 cents to \$1.02 a day without board. Highest wages are paid in the North Atlantic States, where the average rate is \$1.70 per day with board and \$2.37 without board.

Monthly rates, the Bureau found, range from \$14.43 with board in the South Atlantic States to \$32.39 with board in the Far Western States; and without board, from \$21.80 in the South Atlantic States to \$31.45 in the Far Western States.

The Bureau also found numerous instances, particularly in the North Central States, of laborers driven to the point of working for their food and lodging alone, which is the diet the farmers furnish to their horses.

If the wage reducers' contention that low wages and the following low production costs contribute to business revival and prosperity, the farmers should be in the foremost ranks of prosperity.

But the truth is that millions of them are on the verge of bankruptcy despite the fact that in addition to low wages they are assisted by the Federal Land Banks to loan them hundreds of millions of Government furnished money at reasonable rates and backed up by the Federal Farm Board subsidized with \$500,000,000 supplied by the Government to stabilize the prices of farm products at reasonable figures.

Their condition is so desperate that Congress has appropriated an additional \$125,000,000 for the use of the Federal Land Banks to assist them with new loans.

The situation in which the American farmers are placed should put a definite quietus on the activities of low-wage propagandists.

Low wages, with the consequent small buying power of the workers, are our greatest handicap to the revival of normal business activity and the return of prosperity.

It is regrettable that some of our reading business men have not the clearness of vision to see this elemental economic truth.

**WHITE AND NEGRO TENANCY IN NORTH CAROLINA**

When one thinks of farm tenancy in North Carolina he usually thinks of it as a negro problem and dismisses it as such, but figures and facts given in the University News Letter by S. H. Hobbs, Jr., show the fact is that 59 per cent. of all farm tenants in North Carolina are white farmers. Ten years ago only fifty-four per cent. of all tenants in the State

were white farmers. Thus during the last ten years the farm tenant problem has become more largely a white problem. This is merely a continuation of the trend for several decades, accentuated during the last decade, and especially the last five years.

A study of the trend of tenancy by races during the last decade gives some very interesting and significant results.

For instance, the negro population increased slightly above twenty per cent., but farms operated by negroes increased less than one per cent.

Farms operated by negro tenants increased by 3,222. During the last five years there has been a decrease in farms operated by negro tenants.

Farms operated by white tenants increased almost exactly seventeen thousand, eleven thousand of which is the product of the last five years.

During the last five years farms operated by white farm owners have decreased nearly sixteen thousand, while farms operated by negro owners have decreased just a fraction over two thousand.

One of the most alarming facts is the large increase in the cropper type of tenants, the lowest form of tenancy. During the last five years farms operated by white cropper tenants have increased by more than twelve thousand, and farms operated by negro croppers have increased by four thousand five hundred. Thus the five-year increase in cropper tenants has been approximately seventeen thousand.

Farms operated by white part-owners, who are part-owners-part-tenants, have increased by nearly four thousand in five years, while farms operated by negro part-owners have actually decreased.

Thus it every turn it is evident that the trend has been in the direction of increased tenancy on the part of white farmers. The ratio of farms operated by white tenants has increased; the number of white tenants has increased much more rapidly than negro tenants; the number of white owners have decreased much more rapidly than the number of negro owners; the number of white croppers has increased much more rapidly than negro croppers, and so on. It seems to be very definitely established that white farmers have fared worse than negro farmers, though both have lost ground in the struggle to move out of tenancy into ownership.

Ten years ago 32.8 per cent. of all white farmers were tenants. Now 39.7 per cent. of all white farmers are full tenants while a considerable per cent. are only part-owners.

A decade ago 70.7 per cent. of all negroes were full tenants. Now 73.6 per cent. of all negro farmers are tenants, while a considerable additional per cent. are part-tenants. Thus again, the trends are against the white operators.

There are twenty-two counties where more than half of the white farmers are tenants. All are important cotton or tobacco counties, or boh. Twenty-three other counties have from forty to fifty per cent. of their white farmers classed as tenants.

In sixty-six counties more than half the negro farmers are tenants. In twenty-one counties more than eighty per cent. of all negro farmers or tenants. Every county that has a high white tenant rate also has a high negro tenant rate. Most counties that have low white tenant rates have fairly low negro tenant rates. There are a few counties that do not conform to this rule, such as Davidson, Catawba, Allamance, Rowan and Stanly that have high negro tenant rates.

There are sixteen counties where the per cent. of negro tenancy is lower than the per cent. of white tenancy. All such counties have relatively few negro farmers.

The theorists can call it what they please but the majority of Americans, including the people of Salisbury, subscribe to the doctrine that every citizen should have the opportunity to earn the necessities of life, at least.

The power of money, in national and international affairs, is entirely too great. Our financial system exists for the benefit of our people, not for their mulcting.

Learn a word a day and by the time you are ten years older you will have added 3,653 new words to your vocabulary; that's probably more than you have now.

No man is bigger than Salisbury. Every individual should co-operate in the task of making it a better place for children to live, to grow and to develop in.

The other day a Salisbury lady declared she could not wear her new hat because she had no dress or shoes to match it. You can see where this leads.

**Will the Groundhog Stay Out? — By Albert T. Reid**



**THE WATCHMAN TOWER**

To All Motorists:

According to a brief article in The Safe Driver, a publication of the National Safety Council, about 90 per cent of all motor vehicle accidents can be charged to three things: Bad judgment, carelessness and stupidity. In a recent study of over a million motor accidents, it was found that the entire share of fatal accidents attributable to defects in the car amounted to only about 11 per cent, while for non-fatal accidents the car was defective in but 5 per cent of the cases.

In other words, 9 accidents out of 10 are the fault of the man who drives the car, and not the car itself. As Dr. Miller McClintock, of Harvard, has phrased it, the remedy is to convince man that he must live up to his car. When he reaches as high a degree of perfection in his driving as the modern automobile represents, deaths on streets and highways will be due for a 90 per cent drop.

The modern highway is often congested. Traffic moves fast. There is no time for absent-mindedness, for a single instant of distraction from the job at hand. Everyone who drives an automobile should keep in the front of his mind the trinity of destruction: Bad judgment, carelessness, stupidity.

GOVERNOR MATTHEW ROWAN.

To the Farmers of Rowan County:

In a recent radio address, David Lawrence, the well-known political journalist and editor of the United States Daily, said that the present transition of agriculture from an unorganized basis, constitutes the most hopeful feature of the present agricultural situation.

The cooperative movement is growing to a remarkable degree, not only in scope but in strength. There are now about 12,000 cooperative associations in the country, with a total membership of about 2,000,000 farmers. They did a business totaling \$2,400,000,000 last year—an increase of \$100,000,000 over 1930.

Thus, in spite of present depressed conditions, agriculture should be optimistic for the future. The day the first cooperative started was a red letter day in the history of farming. And the day the last group of unorganized farmers join together for mutual benefit, the farmer will have reached the goal for which the more progressive members of his industry are working. The time when a man could stand alone in his business dealings is past. He must join with his fellows in the same endeavor, so that all may prosper and find a sound market for what they have to sell.

GOVERNOR MATTHEW ROWAN.

**COMMENTS**

**BACKYARD SCENES**  
To the Editor:  
Four little autos all in a row,  
All shined up and no place to go;  
No engine trouble nor repairs to be done—  
Only just a little tag marked 1931!  
MARTHA OPIE HODGES.

**CATERWAULING OVER THE RADIO**  
To the Editor:  
Cardinal O'Connell has of late paid his respects to these "crooners." We don't blame him. That caterwauling is enough to make anybody sick. There is entirely too much of this crooning and blue spooning. Once in a blue moon ought to be enough.  
FRED VETTER.

**IN SAD SHAPE INDEED**  
To the Editor:  
I recently read with a great deal of amusement a dispatch from Monck Corners, S. C., telling of two young men of the town who, upon learning of the failure of the local bank in which they had \$2,000, procured guns and proceeded to hold up the bank and take their own money. They later hid the money in a field and surrendered.  
The incident itself is of minor importance, but the affairs of this country are in sad shape indeed when two law-abiding citizens have to turn bank robbers in order to secure money that is rightfully theirs.  
GORDON D. JONES.

**CROONING OMNIA VINCIT**  
To the Editor:  
I would like to know what a true love song is in the opinion of Cardinal O'Connell, of Boston.  
He said that no true American man would practice the base art of crooning such immoral, imbecile slush that is to be heard over the radio.  
How can any one who is supposed to be a leader of Christianity call love a "base art"? And that songs that appeal to sex emotion are not sung by real men? What is his definition of real men?  
Omnia vincit amor. O. M. F.

**A CURE FOR THE DEPRESSION WHICH NOBOD ELSE SEEMS TO HAVE THOUGHT OF**  
To the Editor:  
"Courage, brother! Get honest, and

**JOE GISH FREE AIR**

**FIRST THING SOME FOLKS ASK WHEN THEY DO GET A JOB IS WHEN CAN THEY TAKE A VACATION . . . .**



**FAITH**  
By Frances Anne Kemble  
Better trust all and be deceived,  
And weep that trust and that deceiving  
Than doubt one heart that, if believed,  
Had blessed one's life with true believing.  
Oh, in this mocking world, too fast  
The doubting fiend o'ertakes our youth;  
Better be cheated to the last  
Than lose the blessed hope of truth.  
times will mend."  
I wonder if, by chance, this has occurred to anyone? BUSINESS GIRL.

**INJUSTICE TO RAILROADS**  
To the Editor:  
One might say that the United States was born through the injustice of "taxation without representation." In this day there is another body suffering from just such treatment—the railroads. They are taxed by municipality, by State and Federal Government to no end; they are also regulated by these same bodies in all their operations. On the other hand, we have the bus lines—passenger and freight—acting as common carriers with no such regulations as to rates to be charged, schedules to be maintained, safety regulations to be complied with, reports to be filed with various governmental bodies and various other obligations, all of these being very costly. And as to right of way—the bus lines have it free. The public highways practically belong to them. By right of size they take what they want of the roads and it is a foolish individual who will attempt to clash with them in his pleasure car for the rights on the road. Additional to this flagrant inequality, we have the governmental authorities behind numerous waterway projects which compete with the railroads. But the most unjust part of it is that in the main these waterway systems are maintained through Government aid, possibly to a great extent from taxes paid by the railroads.

Thus it is explained that the enormous outlay which the railroads are compelled to make for meeting expenses, plus the fact that they are compelled to charge what a tariff calls for (rebating being unlawful), places them on an unfair basis with their competitors; and this, in effect, is "taxation without representation," inasmuch as they cannot possibly match their competitors while burdened with the obligations stated.

Accordingly, as we believe our forefathers were right in the stand they took in 1776, we as a fair-minded people should see that the wrong being perpetrated by the bus lines and waterways system should be rectified not forgetting that the railroads as quasi-public institutions are the wards of the public and that our public welfare is infinitely dependent upon their successful operation.  
CHARLES P. McEVoy.