

Carolina Watchman

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The influence of weekly newspapers on public opinion exceeds that of all other publications in the country.—Arthur Brisbane

FRIDAY, OCTOBER 28, 1932

"Well, we're four years older and forty years wiser."
Alfred E. Smith (Newark speech)

The chicken in every pot has come home to roost.
—Louisville Courier-Journal.

A number of business mergers have turned out to be submergers.
—Atlanta Journal.

The bonus raid seems to be a terrible thing to nice men who sold the Government \$10 articles for \$640 during the war.
—Waco News-Tribune.

President Hoover's "chicken-in-every-pot" promise has now gone through a strange transformation. It has become a pretty kettle of fish.
—Louisville Courier-Journal

Secretary Doak says the Government "has prevented a serious decline in wages." This is particularly noticeable in government salaries.
Nashville Southern Lumberman

Wisconsin voters have rejected a La Follette and Clarence Darrow has joined a church. Look out for Bill Hohenzollern to be elected president of France.
—Southern Lumberman

Rackets cost the United States more than the war did, according to the estimate of G. L. Nofestetter. And the chance of getting any of the money back is equally faint.
—The New Yorker.

Perhaps Mr. Hoover regards the none to assuring Literary Digest vote as the last straw.
—Buffalo Courier-Express.

WHAT IS THE ANSWER
A few reasons why government should keep out of business:

1. Because government in business opens the flood gates of public expenditures at the taxpayers' expense; many of the expenditures being for special services to a limited number of persons from which services the general taxpayer, who must pay for them, can derive no benefit.
2. It creates new classes of political agencies and gives them unlimited power to incur debts, levy taxes and spend public money.
3. It discourages industry and prevents the investment of private capital in new enterprises because a private citizen cannot compete with tax-free, government-owned projects.
4. It invites the worst kind of political gerrymandering for promotional schemes at public expense.
5. Each time the government goes into business, it removes taxable property from the tax rolls and loads the taxes thus lost onto remaining taxable property, plus additional taxes for new governmental ventures into the field of industry.

The question of the government in business in competition with its private citizens should be considered from the standpoint of the principle involved, rather than from the interest of any particular lines of business. The business itself is incidental to the principle. If we subscribe to the theory that public ownership is good for any business, even in a small degree, we should be honest enough to go

all the way and sanction complete public ownership and control of the means of production and distribution. We should not single out one line of business to stand the brunt of such unfair and killing competition.

Government competition might better apply to the local meat market, grocery store, or clothing store, than to ocean shipping, insurance, public utilities, railroads and banking, for it is much more important that the average family get the first three items at cost than it is that they get the latter items at cost.

ROADS AND SCHOOLS

The little red schoolhouse continues its retreat before the motor age. Its rate of disappearance is definitely proportioned to the increase in improved highways. This is well borne out by a recent comparative analysis of school and highway data by the American Road Builders' Association. These statistics, dealing with five typical states, reveal strikingly the meaning of better transportation to improvement in educational facilities.

In North Carolina, the analysis shows, there were 2,989 one-room schools in 1924, and 1,714 miles of improved highway. By 1930 the first-class highway mileage had increased to 4,025, while the number of single-room schools had declined to 1,400. The state presents one of the most emphatic evidences of the principle that the consolidation of rural schools is entirely a matter of efficient transportation.

Indiana, in the Middle West has made the same kind of progress. In 1924 that state had 3,452 one-room schools and only 911 miles of first-class highways. In 1930 the number of schools had dropped to 2,050, while good road mileage had increased to 3,137. Precisely the same trend is shown in the other three states covered by the comparison—Virginia, Alabama and South Carolina.

Commenting on the analysis, T. H. Cutler, President of the American Road Builders' Association, says: "The states studied comparatively may be taken as typical of the situation which shows that school consolidations are continuing to be made at a rate definitely proportioned to the improvements in state highway systems. In the old days it was necessary to take the school to the children because it was impossible to take the child to the school. Now that condition is reversed and the little red school house definitely is on its way out of the social picture of the United States."

IS A RAILROAD A GOOD CITIZEN

One of the best examples of what a railroad means to any community is given in the following editorial from the Williston, North Dakota, Herald: "The Great Northern sent a check Monday for its taxes. It was for \$198,487. It is the biggest check for taxes annually received. It may always be depended upon. The Great Northern is never a delinquent taxpayer. Most of us never think of it as a citizen of this community. Few of us realize, until the matter is called to our attention, as in this case, what a part it has in keeping things going hereabouts. It helps pay for our schools, roads and bridges, and takes care of our needy. It discharges all the duties of citizenship on the paying end with little complaint. . . . "We can afford to be most patient with all our railroads. They face conditions of change that are not yet fully or clearly developed. In them is invested a lot of the money of plain everyday people. . . . What they mean in a community sense is perhaps best expressed for popular appreciation in a check for \$198,487 in taxes. That will go a long way toward keeping schools open and cash in the treasury to pay the salaries of policemen, firemen, county officials and other public servants. . . ."

Thousands of American communities depend upon these railroad tax checks. What would

happen to the small taxpayer if railroads were government-owned and tax-exempt? His taxes would probably be so high he could not pay them.

THE DANGEROUS DRIVING AGE

A serious responsibility rests on parents whose sons and daughters, under the age of 20, drive automobiles. It is their duty to impress upon budding men and women the vital necessity for care, courtesy and obedience to traffic rules at all times.

The most dangerous age for drivers is under 20, according to E. E. Robinson, Secretary of the National Bureau of Casualty & Surety Underwriters. Out of every thousand drivers under the age of 20 last year, 39 were involved in accidents. From 20 to 29, 36 drivers out of one thousand had mishaps; there were 27 in the ages of 30 to 39; twenty in the ages of 40 to 49 and 18 out of one thousand in the ages of 50 and over.

Automobile public liability and property damage insurance rates are wholly under the control of their policyholders. Stock casualty companies have established by statistics that the record for drivers under 20 last year was 39 per cent worse than the average; from 20 to 29 it was 29 per cent worse; from 30 to 39, 3.6 per cent better than the average; from 40 to 49 it was 29 per cent better and in the ages of 50 and over, 36 per cent better than the average. In the ages under 30, accident experience was 64.7 per cent worse than among the drivers beyond that age.

There were 26,410 drivers under the age of 18 involved in accidents, of which 1,270 were in fatal accidents and 25,140 in non-fatal accidents. From 18 to 24 there were 326,690 drivers in accidents which killed 13,000 persons and injured 313,690.

If parents will constantly emphasize to their children the necessity for safe driving and obedience to traffic regulations, it will be reflected in a diminishing toll of deaths, injury and property damage now exacted by the motor car on streets and highways.



ONE LITTLE boy in
SALISBURY WHO is
QUITE A smart
CHAP IS
WORRIED OVER one
THING, AND the
QUESTION WHICH he
ASKED HIS mother
THIS WEEK was
QUITE AMUSING.
"MAMA", HE asked,
"DID YOU buy me
FROM THE stork?"
"YES, DEAR; why
DO YOU ask?" replied
HIS MOTHER. "Well",
REMARKED THE little
FELLOW. "I'VE often
WONDERED WHY you
DIDN'T PAY a few
DOLLARS MORE and
PICK OUT a boy
WITHOUT FRECKLES."
I THANK YOU.

COMMENTS

CAMERA, NOT GUN
To the Editor:
I wonder if any of your readers have birds and other wild things of the forest for a hobby? In our back yard are tall pine trees, white birch, and a maple

which is now flaunting colors of gold and red. The birds and gray squirrels love to linger here. We shall miss the friendly robin and the brown wood thrush, but shall watch of their return in spring. There will be a bird bath, and plenty of food for the birds that remain during the winter months. There will be peanuts for the saucy blue jay, and suet for the woodpeckers and chickadees. Also, nuts for the squirrels. Nor will the little brown owl that hoots from a pine bough close by be forgotten.

I wish all hunters would carry a "camera" in place of a gun, when they go into the woods this season! Why not give wild life a better chance to live?
—Nature Lover.

JOB SHARKING

To The Editor:
I would like to write a few words in regard to this job sharking movement, that is now going on. I notice that this movement is endorsed by such men as President Hoover, President Green of the American Federation of Labor, and some more prominent men of this country.

Now as I understand this plan it would work something like this: If a man was working a full week, he would be supposed to share it with some other man. Now supposing that man was earning \$14 a week, by sharing the job it would mean that each man would earn the big sum of \$7 each week.

Would President Hoover share his job with some other man? Would President Green share his job with some other man? Would some of these other high salaried men throughout the country who advocate this movement share their jobs with some other man?

Of course not. They would say that there is no need for two Presidents, or other high executives. In that case I would suggest that these gentlemen share half their salaries, it would answer the same purpose.
—K. A.

ROWAN COUNTY PUBLIC MARKET

Butter, 30c lb.; buttermilk, 20c gal.; cottage cheese, 10c quart; cream, 25c pint; eggs, 30c doz.; fryers, alive, 18c lb.; hens, alive, 15c, lb.; hens, dressed, 18c lb.; cured ham, 25c lb.; side meat, 15c lb.; shoulder, 15c lb.; molasses, 50c gal.; walnuts, 5c lb.; honey, 15c lb.; corn meal, 2c lb.; figs, 10c quart; dry beans, 10c and 15c quart; butter beans, 15c quart; cabbage, 2c lb.; mustard greens, 5c lb.; dry onions, 5c lb.; Irish potatoes, 2c and 2 1/2c lb.; sweet potatoes, 2 1/2c lb.; spinach, 10c lb.; turnips 5c and 10c bunch; turnip greens, 5c lb.; tomatoes, 5c lb.; apples, 30c peck; pears, 25c peck; corn, 15c and 20c doz.; okra, 5c lb.; peanuts, 5c quart; vinegar, 30c gal.; field peas, 10c quart; green butter beans, 15c and 20c quart; green white peas, 15c quart.

Blond Hair Wins Alimony

White Plains, N. Y.—A blond hair on her husband's coat collar won a separation decree and \$75 weekly alimony for the brunette Mrs. Gladys W. Chambers in White Plains Supreme Court.

Nelson F. Chambers, an insurance salesman, said he had been at a business conference the night of July 6, when his wife discovered the hair—but she said all of his associates she had met were bald. She suspected a platinum-tressed school teacher whom Chambers had met some time before, and told him so.

THROWS CHILDREN TO DEATH

Mrs. Aurelia Lorenz, divorcee, hurled her two small children to death from a 16th floor hotel room at Milwaukee and then leaped after them to die herself on the pavement.

Lady Took Cardui And Got Rid of Pain In Her Side

"Last summer, my health was bad, so I began taking Cardui," writes Mrs. H. E. Slaughter, of Norman, Okla. "My mother had given me Cardui in girlhood, so naturally I turned to it when I felt I needed it. I felt run-down and a general weakness. I had bad, dizzy headaches when everything would seem to dance before my eyes. My right side pained me so much, but since taking Cardui the pain has left me. I have taken several bottles of Cardui and have improved a great deal."
Cardui is sold at drug stores here.

JOE GISH

FREE AIR

ELUPATH COLLEGE HAS THE BEST SIMON-PURE PROFESSIONAL FOOTBALL TEAM IN THE CONFERENCE.

CENTRAL ITEMS

(Too late for last week.)
Mesdames B. M. Cauble, L. M. Safriet and C. L. Neel visited Mrs. E. C. Houch Saturday, Oct. 15th.
Mr. and Mrs. E. C. Houch were guests at Mr. and Mrs. B. C. Cauble in Salisbury Sunday.
Mr. G. F. Houch and son, Mitchell, motored to Mill Gap, Va., October 15 to visit Mr. Houch's son, Rev. G. F. Houch, Jr. and to bring home his wife Mrs. G. F. Houch.
Mrs. C. L. Cauble visited Mrs. Georgie Gorden Saturday night.
Mrs. Laura Gorden has returned home after spending several months with her mother in the western part of North Carolina.
Mr. and Mrs. A. J. Cauble spent Saturday night with their son, Mr. Everette Cauble in Salisbury.
Rev. and Mrs. E. Ray Trexler spent Monday at Mr. and Mrs. B. M. Cauble's.
Messrs. R. L. Barringer, L. M. Safriet and E. C. Houch visited S. B. Deal Tuesday night.

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CASH
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Too Many Love Suits For Wife

Reno, Nev.—Apparently tired of having her distinguished young husband sued for alienating the affections of other men's wives, Mrs. Mildred Kunath Roebing, wife of the grandson of the famous Brooklyn bridge builder, is here to seek a divorce.

Twice in recent years young Roebing has been sued for huge sums on charges of alienation of affections. He is a vice-president of the John A. Roebing's Sons Company.

Say, "I Saw It in THE WATCHMAN."

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YOUNG EYES
are in
JEOPARDY

---when your children are forced to read or study under inadequate light. Concentration is often impossible when two or three children are forced to huddle about one lamp to do their home work. The glare of light from incorrect fixtures is often injurious to young eyes which need the soft correct lighting that portable lamps provide.

YOU are retarding the progress of your children when you handicap them with improper lighting, which leads to eyestrain, inability to concentrate and, in extreme cases, even blindness. You can keep their eyes bright and their minds keen throughout life if you give them the proper start under correct lighting. ADD-A-LIGHT for the sake of your children!

SOUTHERN PUBLIC UTILITIES CO.

PHONE 1900
Ride the street cars and avoid the parking nuisance