

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, DECEMBER 16, 1932

Another reason why the chain store does better is because it hasn't 183 relatives with charge accounts.

—Boston Post

What we don't understand is that if Mr. Roosevelt is a dangerous radical, as Mr. Hoover used to think, why did Mr. Hoover call him in for consultation?

—Dallas News

Canada asks the United States to cede a strip from the State of Maine. The request has a certain appeal for a Democratic administration.

—San Diego Union

Speaking of misnomers, there are hunger marchers who travel the continent in automobiles, eating regularly.

—Washington Post

According to George Bernard Shaw, the substitution of Roosevelt for Hoover won't make any difference for anybody. G. B. S. has never been in the postmaster business.

—Norfolk Virginian-Pilot

It's just as well for us that our pioneer ancestors didn't undertake the civilizing of the West by automobile. With 32,000 motor fatalities annually among the pale faces, the aborigines would still be sitting pretty.

—Arkansas Gazette

A shooting contest organized in an American town was won by the local taylor. It may have been just a coincidence that all his outstanding accounts were settled on the following day.

Humorist (London)

A WHITE ELEPHANT

These big engineering projects about which the rosiest promises of immense economic benefits are made, such as the St. Lawrence waterway, look fine until the spotlight of cold business reasoning is turned on them.

The Hoover dam, now in process of construction, is one of them.

We were assured by the proponents of the plan that a huge industrial city would arise in the vicinity of the dam, and various big industries would be attracted by cheap power. Also, that a big market for surplus power was ready in California, and that Los Angeles would pay a big sum for this addition to her water system.

Now it is pointed out that the idea of a big industrial development is commercial, that cheap power can never compensate for the distance from markets, the cost of transportation and the difficulties of working in an intensely hot district a good part of the year.

The same promises of industrial development were made when the Elephant Butte dam in New Mexico was built at a huge expenditure of government funds. No industrial use whatever has been made of this project, although much more favorably situated than the Hoover dam.

It has been pointed out many times that the "cheap power" cry rarely pans out. It is possible to generate power in Los Angeles by steam at a much lower rate than it can be generated and sold for from the Hoover dam. People are still under the spell of these cheap power promises which never materialize.

Some experts claim that Los Angeles will never be able to use the water from the Hoover dam for drinking or cooking purposes, because of its high saline content,

which gives it an unpleasant taste. To rid the water of this brackishness would be a difficult and expensive job.

There is no question that the dam will turn many miles of desert into good farming lands, but of what economic value is that today, when we have an immense surplus of farm products?

It looks very much as though we are to spend a huge amount of money on another "white elephant."

ALWAYS UNPOPULAR

Mrs. Richard P. Battle of North Carolina is not an economist or a governmental expert, but apparently she has the ability to keep her feet on the ground. In her own locality, she is noted as an encyclopedia of information for matrons who are too busy to look up their own information, and she has achieved quite a reputation. Recently in an interview she discussed the difference between people and customs of today and those of many years ago, when she was young.

She had many comments on a variety of subjects, but the one that interests us most was a remark on modern trends in economics and government. To those who have little patience with the government and its officers, her words are well worth thinking over. "Always remember," she said, "that in all ages nobody likes the government as it is." It is a thought to keep.

WHY LEAD THE WAY

The splendid business courage of the automobile manufacturers shines like a beacon light in this industrial era. Full of enthusiasm for the future, they are putting out new models, with improvement both in the line of economy and luxury and at the same time cutting prices to the bone.

They are stimulating allied lines of business, helping to cut down unemployment and creating a demand for raw materials.

It is impossible to overestimate the service, not alone to business but to the morals of the country, that these automobile manufacturers are giving.

Their success means better business for everybody. With remarkable unselfishness they are working not for themselves but for the good of the whole industry. And good business for the automobile industry will mean a return of all business to better times.

A STRANGE STORY

If Russell T. Sherwood, the missing and mysterious witness in the case of former Mayor Walker, has actually been located, the story that he tells is a strange one. The man who says that he is Sherwood has been, according to his story, on a New Mexico ranch from January until the middle of October. At the time of the hearings in New York and Albany, when he was very much wanted, he was a voluntary guest at the ranch. But after Mayor Walker had resigned and Sherwood was not so much in demand, he found that he was a captive.

The Sherwood story has been a puzzling one for a long time. It gets more intricate with this yarn about having freedom to move around when he was wanted as a witness and of being held a prisoner when reasons for keeping him a captive seem to have vanished.

IMPETUOUS AGE

All the old adages about the conservatism of age will have to be revised in Germany, if the custom continues of allowing the oldest member of Parliament to open a new session. Calar Zetkin, the fiery Communist, delivered a dramatic and decidedly unrestrained attack upon capitalism when she officiated a few months ago. And General Litzmann, 82 years old, opened the new Reichstag with a furious onslaught upon President von Hindenburg who was, the veteran declared, driving Germany toward Bolshevism.

Age usually has a sobering influence upon those who see Utopia around a corner. That it does not have this effect in Germany is per-

haps the clearest proof that conditions must be very bad there.

THE TRAGEDY OF IT

Gerard Swope, president of the General Electric Company, told students at the Massachusetts Institute of Technology that only old men need worry about the future and that young men need have no fears. That is just the trouble. The term "old men" as used in industry now means men 45 or more. And 45 is or should be, the prime of life.

The great tragedy of today is that as a man approaches 45 he is in the midst of worries about the future and he usually has a family to support.

It is small consolation to say that boys just of school need not worry. They could stand some worrying, but it's tough for the fathers of families."

RUTH BRYAN VOTES WET

Probably no incident in Washington was so impressive in illustrating the change of sentiment regarding the prohibition laws as the vote of Congresswoman Ruth Bryan Owen of Florida. Mrs. Owen voted for repeal of the 18th amendment. She is the daughter of the late William Jennings Bryan, who was about as uncompromising a dry as the country ever saw. Whether or not she was personally for the repeal motion, her vote represented the opinion of her constituency.

Hero Of By-Gone Days

A hero of Concord boys in the early days of this century was a visitor in the city yesterday. We refer to Will Kizziah who served as an engineer on "Old 97," the famous government mail train that ran lickety-split between New York and New Orleans and which you've heard about in song.

For years Mr. Kizziah was at the throttle—usually wide open—of Old 97 between Spencer and Greenville, Miss., and he was the idol of the town's youngsters, now middle-aged citizens, who gathered at the depot at every opportunity to see him take the mail train through at 70 m. p. h., and sometimes faster if behind schedule.

One could ask any small boy of that era what he wanted to be when he grew up to manhood and the answer nine times out of ten would be, "An engineer on 97 like Mr. Kizziah."

The passing years have dealt kindly with Engineer Kizziah. Though his hair has turned to silver and he is sporting a grey moustache, he appears just as powerful in physique as in the days when he blazed the rails with 97. He is a native of this county but now resides in Spencer.

Old 97, you will recall, was under contract to the government to make its schedule from New York to New Orleans on time, or else the railroad had to fork out a stipulated amount of money as a penalty for each minute late.

Hence every step was taken to keep the single line track open for 97. North and southbound traffic, passenger and freight, was sidetracked to make way for the mail train speeding against time. But several times there were mix ups in train orders and Old 97 ploughed head-on or into the rear of other trains.—Concord Tribune.

Davis Funeral Train

Will Kizziah, native Concordian but now a resident of Spencer, was the engineer of the funeral train which bore the mortal remains of Jefferson Davis, only president of the Confederate States of America, from New Orleans to Rich-

WE'D LIKE to approach

THIS STORY from a

LITTLE DIFFERENT

ANGLE, BUT it can't

BE DONE. However, we

ARE GOING to let you

DECIDE WHAT the

ORIGINAL ANGLE might

HAVE BEEN, suggesting

AT THE same time

THAT VIEWPOINT has

A LOT to do with it.

TWO WIDOWS, both well

KNOWN IN Salisbury,

BUT NOT very well

ACQUAINTED WITH each

OTHER, WERE conversing.

NATURALLY THEY might

BE EXPECTED to try

TO FIND out about

THE LATE husbands.

"WAS YOUR late lamented

HUSBAND IN comfortable

CIRCUMSTANCES WHEN he

DIED?" ASKED one of

THE OTHER. The reply

WAS A bit unusual. "No,

HE WAS half-way

UNDER A train."

I THANK YOU.

Begin Taking Cardui Today If You Suffer Like This Lady Did

"WHEN I was a girl, I began taking Cardui," writes Mrs. Maggie Stanfield, of Crandall, Ga. "I was very irregular for twelve months. Nothing did me very much good until my mother began to give me this medicine. Then I got all right, stout and well.

"After I was married, I was in bad health. I began taking Cardui again. I was troubled with my back a lot. Was awfully restless. I could not sleep well. I just weighed 90 pounds when I began taking Cardui. I improved rapidly. Before long I weighed 126 pounds. I felt fine. I was able to do a good day's work."

Cardui is sold by druggists here.

COMMENTS

WISDOM FROM YOUR RADIO

To The Editor: Thoughtful radio listeners cannot fail to appreciate the valuable information furnished. For instance, we are reliably informed that there is no reason that girls should be poor when by using a certain miraculous tooth paste they can cultivate "the million-dollar Hollywood smile."

We are also just as reliably informed that boys can develop immortal fame and Jack Dempsey's punch by eating a certain miraculous cereal. How to acquire the Gene Tunney superior punch is not stated. Then along comes a "learned scientist" who says "A man is only as old as his arteries" and that massaging them with a miraculous toilet soap will prolong life indefinitely.

Then a "laboratory specialist" tells us the particular brand of hot coffee he represents will make us think quickly and save children's lives before raging autos. Another apostle tells us all how to get rich raising rabbits.

Still we banished Doc Brinckley to Mexico and talked of Owen D. Young for President of the U. S.!

—P. F. McDonald

mond for interment.

President Davis, who spent the night in Concord near the close of the War between the States while retreating south with his cabinet, died December 6, 1889, in New Orleans, but his body was not taken to Richmond for burial until some three years later.

The funeral train passed through Concord at 7:10 a. m., two hours behind schedule, Tuesday morning, May 30, 1893. Scores of the townspeople gathered at the depot to see the train.

Another member of the train crew, besides Engineer Kizziah, was a Concordian. He was the baggage master, J. H. Birringet.—Concord Tribune.

PATTERSON ITEMS

The Patterson-Fleming Club held its regular meeting Friday afternoon. After a Christmas program Miss Whisnant gave an interesting demonstration on tomato biscuits.

There will be a Christmas service at Mt. Moriah church Christmas eve at 6 o'clock. The public is invited.

Mrs. W. H. Freeze, Mrs. Locke Barnhardt, Mrs. F. D. Patterson, Mrs. J. L. Suther and Ethel Suther attended the Mission study class held at St. John's Wednesday, Dec. 7.

Leonard Litaker spent the night with Harris and Kenneth Suther Wednesday night.

Miss Mabel Yost visited her sister, Mrs. C. R. McCorkle, last week.

The farmers took advantage of the pretty weather last week and did lots of their winter plowing.

We are glad to have Mr. and Mrs. J. F. Houck back in our community, after a year's absence.

Plots His Own Death In Vain

New York.—Abe Lazoff's \$6,000 worth of life insurance carried double indemnity, so he plotted his own murder.

He turned on the gas in his kitchen. He trussed himself up to a washbowl and tied his hands. He bound a rope around his neck, tightened it to strangulation by twisting a hammer handle through it, and stuffed it between his teeth to hold it tight. So he died.

But as a final precaution, to eliminate any chance of a slipup, he wrote a note to his brother-in-law, Julius Rutchik: "After you tell the police you will know what to do. You will find front door locked and back door locked outside. My mouth and hands are tied and gas is turned on. I hope it will be a success. Report it as a murder. Collect double indemnity."

Rutchik didn't know what to make of it. He called the police and asked them if they could understand it.

JOE GISH



BENJA SMYTHE, THE BILL COLLECTOR, SEZ WE NEED LOOK NO FURTHER ... THET THIS IS THE LAND OF PROMISE.

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