

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, AUGUST 18, 1933

RENOVISE THE UNITED STATES

Eighty-five per cent of Americans are inadequately housed. Seventy-five per cent live in hand-me-down quarters bare of modern comforts and conveniences. Where our annual building expenditure in 1928 was \$6,500,000,000, it was only two billion last year.

These facts appear in an editorial in the St. Clairsville, Ohio, Chronicle. And, as the editorial further points out, there are sound indications that a major building revival is on its way. Every American desires better living conditions; millions of Americans have been prevented from achieving them the past few years either because of financial stress or fear of the future. That fear is now being allayed—recovery has started, and it can be seen in all parts of the country. Men are going back to work, factory chimneys are smoking—and dollars are finding their way into pockets from where they will go to buy necessities of life. A good part of those dollars will either be used to build new homes, or rebuild and modernize old ones.

It's time for a national campaign to "Renovise the United States." That would speed recovery and be the most potent influence that could be brought to play in stabilizing price levels and providing employment.

Remember that employment and investments are better and cheaper than charity. Remember, too, that in a few months, when the building boom gets underway, prices are going up and are going to stay up. Get in on the "building bargains" while they are still being offered.

THE MOTORISTS WHO TAKES CHANCES

You see them on streets and highways every day—motorists who takes chances.

You see them turning corners at high speeds. Or stealing another car's right of way. Or passing on hills and curves. Or driving on the wrong side of the road. Or cutting in and out of thick traffic. Or coming roaring into intersections and road junctions without looking to either side. Or operating at speeds which are obviously higher than are safe under driving conditions of the moment. And, every once in a while, you see such a motorist cause an accident. Perhaps there is little damage done. Or perhaps a life is lost and valuable property is needlessly destroyed.

The reckless motorists comprises ten per cent or less of the driving population. But he causes ninety per cent of the accidents. If the reckless drivers simply injured each other it wouldn't be particularly important to the rest of us. But they seldom do that—they main and kill the careful, the competent, the prudent. And you never know who's going to be next.

This year about thirty thousand people are going to be killed because someone was careless, reckless, discourteous. Not one of a thousand of those deaths is really due to an unavoidable accident—an occurrence which is almost as rare as the dodo. They can all be

prevented. And they will be when there is a concerted public drive against those who make places of carnage out of public highways.

FOR BETTER FICTION

Joining the American Fiction Guild in its drive for better literature, Black Mask, pioneer of the "different" kind of detective fiction, has just become an active member of the Guild. This magazine has a unique and enviable record of achievement. It has discovered names which now rank high among the writers of today.

"The Maltese Falcon," which assured the fame of Dashiell Hammett, first appeared in Black Mask. In Black Mask, Frederick L. Nebel, one of the foremost of the younger writers, began building his reputation. Raoul Whitefield's stories in the magazine led him rapidly into motion pictures. H. Bedford-Jones best known of popular fiction writers, is a frequent contributor. Erle Stanley Gardner gave "Ed Jenkins" to detective fiction, and his character bids fair to take a place among the most famous of fictional criminologists. Carroll John Daly has for years intrigued readers of stirring fiction with his yarns of "Race Williams," the detective who hides his real human feelings behind a mask of hardness. Theodore A. Tinsley is introducing a new character who will surely take his place among the best in current literature—"Jerry Tracy."

And, perhaps best of all, Black Mask is one magazine which extends a helping, understanding hand to all young writers who are sincerely anxious to develop their talents along "different" lines.

THE RETURN OF SILVER

Silver: 38-1/4 cents per ounce. That quotation probably doesn't explain much to you. But it means that the poor man's gold recently touched its highest level since May, 1930.

During three long years of depression silver has been on the bargain counter—it's been offered at fire-sale prices. And that statement, too, explains a little until cause and effect are related, until it is expressed in the terms of purchasing power, trade among nations, jobs. The collapse of silver was the principal economic cause of the decline in world trade—a decline which finally became a rout. More than half the world's people saw their purchasing power drop to less than half of former levels, and factories all over the world, here and in England and Germany and elsewhere, closed because cheap silver had taken their markets from them.

Silver is coming back. And that means that prosperity is coming back in a dozen states and in a score of great industries. It means that men are going to work, and that great markets are again going to open up.

AND THEY THOUGHT TAXES WERE HIGH 25 YEARS AGO

A tax story in two chapters. Chapter 1—San Francisco Chronicle in its "25 Years Ago Today" column: "The Board of Supervisors today recommended a tax rate of \$1.48, which, with the estimated state rate of 47 cents, will make the total rate for the year \$1.95."

Chapter 2—In the same edition of the Chronicle: "The Board of Supervisors is enforcing the strictest economy in its budget this year (1933). Nevertheless the tax rate will be \$3.75."

San Francisco isn't in a class by itself. Virtually every community has had the same experience—some a great deal worse. If government keeps loading up with new propositions which continually require more tax funds, how will industry and the private citizen pay the bill ten years hence? Think this over when you vote for schemes that require the raising of public funds through taxation or otherwise.



IN THE first place, we'll

STATE THAT this did not

HAPPEN HERE, but that

IT'S LIKELY to happen

IF SOME of our folks

DON'T CHANGE some of

THEIR HABITS. The coroner

IN A certain nearby

TOWN WAS questioning

A WIDOW. "What were your

HUSBAND'S LAST words,

MADAM?" HE asked. And

SHE TOLD him, "He just

SAID 'I don't see how

THEY MAKE much profit

ON THIS stuff at a

DOLLAR AND a

QUARTER A quart."

I THANK YOU.

PICAYUNES

NATIVE WIT
Those of you who think the clinging type of girl has passed should keep your eyes peeled for the next motorcycle that passes carrying double.
—The Greensboro News

DIR-TY DIG
We remember 'way back when we were told that Latin would help us.
—George G. Myrover in The Fayetteville Observer.

SLOGAN
You can't keep up with the TIMES unless you subscribe.
—The Belhaven Times

SHINE, MISTER ?
A very benign old gentleman was Washington Duke, the late J. B.'s father, judging from his bronze replica in the grounds of the older portion of the university. We wonder, however, if he wouldn't feel just a little ill at ease if he knew how badly his shoes need shining.
—Upton G. Wilson in The Reidsville Review.

NOT OUR WAY
General Balbo brought his Italian air armada to America, losing two men and one plane out of the 25 in the group, but on his way back he lost another man in taking off from the Azores. The General revealed that the Italians are of entirely different temperament from the Americans, because for almost two weeks he held his air fleet in Newfoundland waiting for the right kind of weather. Had it been left to an American he would have given orders to start after he had waited for not more than a couple of days.
—The Stanly News & Press

STUDYING UP
One of Concord's most recent divorcees was discovered reading the other day a book entitled: "Fishing for Men in Brazil." The pasture on the other side of the fence always looks greener.
—Radio in The Concord Tribune.

DIFFERENT DAYS, DIFFERENT TROUBLES
The country has stopped worrying about hitch-hiking and is now troubled about price-hiking.
—The Cleveland Star.

DARWINIAN STYLE NOTE
It's a little hard for Milady to get away from her ancestors, Black monkey fur is the rage for late summer and early fall.
—The Greenville, S. C., News.

PROOF OF THE PUDDIN'
Ants are the hardest of insects, a naturalist tells us. Obviously, or they couldn't survive those picnic lunches.
—Olin Miller in The Atlanta Journal.

NOT WE, NEIGHBOR!
Here's Texas with a statewide ad valorem tax of 77 cents on land Who wants to move to Texas?
—The Elizabeth City Advance

LONGER AT IT
I asked the question why so many people are fat in Union county, and Bob Belk, the contractor, says the depression. Less to eat and chewed right and digested, is the cause.
—T. B. Laney in The Monroe Journal.

ORIGINAL D. A. R.
Miss Green, daughter of Nathaniel Green, delivered an oration on the 4th inst., before the ladies of Coray Academy, Augusta, Maine.
—100-year-old column, The Charleston News & Courier.

CAME THE WHISTLE
Strolling down Broad street Friday afternoon was a man with one side of his face shaved and the other side sporting a luxuriant growth of whiskers. He said the barber ended his 40-hour week half through his shave and asked him to return Monday for the other half of the operation.
—Rader Winget in The Augusta Chronicle.

VIGNETTE
Stout woman giving a small girl a nickel in King street yesterday after she had bumped into the child, knocking an ice cream cone out of her hand.
—The Charleston News & Courier

THANKSGIVING
It's at this season of the year that the country cousin begins to feel thankful that the city vacation season will soon be over with.
—The Greenville, S. C., News.

OSCULATORY NOTE
The only thing we do not envy General Balbo is the prospect he faces of getting all those enthusiastic Latin he-kisses when he reaches home.
—The Raleigh Times.

City Tax Rate Cut 7 Cents

The 1933-1934 tax rate for the city of Salisbury will be \$1.28. This figure was fixed at the last meeting of the city council and represents a reduction of seven cents.

The levy passed by a 3-2 vote. Mayor Davis, Councilmen Holmes and Raney voted for the levy while Councilmen Hedrick and McCannless voted against it on the grounds the levy was too high.

The levy is divided as follows:
General fund \$.34
Debt service .91
Schools .03
Total \$1.28

Says Sales Tax Benefits Farmers

Adoption of the general sales tax has been fortunate for North Carolina's farm population.

"The general objection to the general sales tax is that a greater proportion of the income of the poorer classes must be absorbed in the tax than is true for the more wealthy class, even though the wealthy class buys more as individuals," said Joe E. Hull, North Carolina State college assistant in farm management research. "However, this objection is taken care of in the exemption of the basic food commodities as these articles compose the greater bulk of purchases made by the poorer classes and today the agricultural population might be so classed," he asserted.

Basic commodities exempted are, wheat flour, corn meal, fresh meat, lard, sorghum molasses, salt sugar and coffee. The sales tax does not apply to the sale of products from farms, forests, or mines when such sales are made by those who helped in the production of such products in their original state of conditioning their preparation for sale, but the tax does apply to the resale of such products. Commercial fertilizer is also exempt—an inspection tax is already paid.

"The expense of a general sales tax in this state, agriculturally, is much less than if the ad valorem tax had been increased," Hull said. "North Carolina's population is about 70 per cent rural, therefore our general sales tax favors the agricultural class not only as farmers, but as a whole. This enactment was sponsored as a means of

Thousands Jam Chicago's World's Fair Grounds



Approximately a quarter of a million persons crowded the exposition grounds of A Century of Progress—The Chicago's 1933 World's Fair. The photo above shows a crowded section of the Midway. There are eight-two miles of free exhibits to be seen.

providing more revenue for the public schools, and with the large percentage of rural population, it is readily seen that the agricultural children will receive greatest benefit from the tax."

He said the general sales tax is a fair tax, being more burdensome on those who can better afford to bear it, as well as being especially favorable to the one class of people most in need of its benefits—the farmer.

\$750,000 Paid For New Bank

Capital Structure of Guaranty Bank Is Fully Subscribed
With its capital structure of \$750,000 fully subscribed and paid

in, the Guaranty bank on Thursday completed its organization, the major development having been the Reconstruction Finance corporation's payment of \$300,000 for preferred stock. The common stock of \$300,000 and the surplus of \$150,000 previously had been paid by the liquidating agent of the North Carolina Bank and Trust company.

Official announcement that North Carolina Bank and Trust company has completed the organization of the Guaranty bank, with its principal office in Greensboro was made by Gurney P. Hood, state commissioner of banks. In his statement Hood mentions that he has "suggested to the Guaranty bank that it immediately organize a national bank" and he will seek judicial approval of such a course.

SCREEN STAR SUED
New York.—Mary Pickford was served at her hotel with a summons in a suit seeking \$250,000 damages for breach of contract. No declaration accompanied the suit, filed by Edward Hemmer, and the nature of the alleged breach was not disclosed.

WINERIES PROPOSED
Little Rock, Ark.—A proposal to put state agricultural college in the wine business was placed before the state senate in a bill. The measure would authorize agricultural colleges to establish wineries which would not be subject to any tax. It isn't the size of your hat that measures brains. It's the size of your interest in other people's affairs.

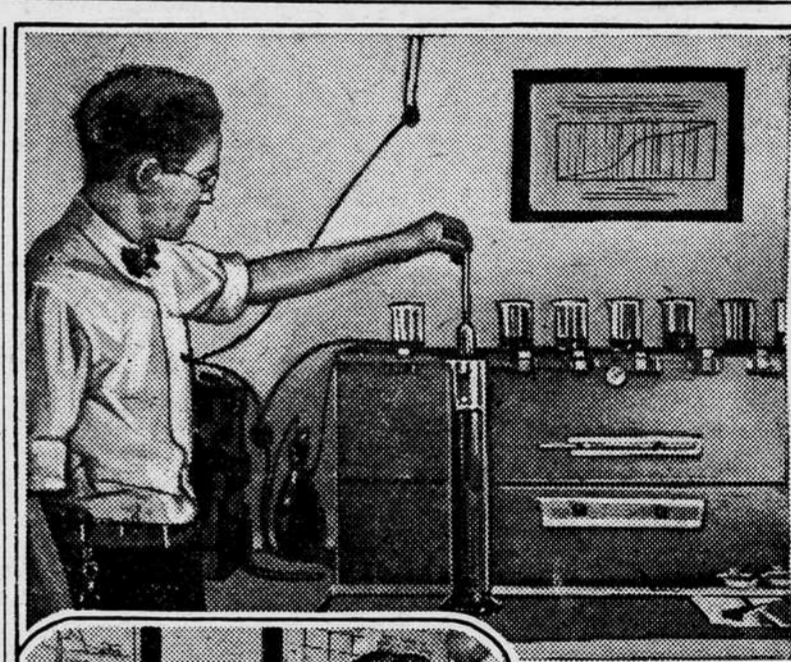
Rural Highways to Benefit From Public Roads Bureau Research

THE long-held aim of "getting the farmer out of the mud" promises to be brought materially closer to realization through the application of a very considerable part of the \$400,000,000 federal road fund to the secondary highway system. The United States Bureau of Public Roads will have heavy responsibilities in the expenditure of the fund, and it is fortunate that research conducted by the Bureau provides the basis for the construction and improvement of low-cost roads that will both get and keep the farmer out of the mud without imposing an unjustifiable tax burden for maintenance.

The Bureau's research, conducted in its test laboratory at Arlington, Virginia, across the Potomac from Washington, has covered characteristics of the ground beneath the surface which are important to the design, construction and maintenance of highways. It has also covered the problems of highway surfaces, with a view to the use of chemical and physical admixtures to provide low-cost roads with surfaces that will stand up under traffic and can be maintained at low cost.

Low-Cost Highway Surfaces
The surface condition of clay, sand-clay and gravel roads depends largely upon the degree of cohesion possessed by the clay or other material that acts as the binder or "glue." This in turn largely depends upon the presence of sufficient moisture, for it is the moisture films between the particles and not the particles themselves that provide the "glue." The value of chemical admixtures in maintaining cohesion has been shown by the use of calcium chloride, a white, flaky substance which slows down evaporation and prevents the drying out of the moisture without which the surface tends to disintegrate.

Spread upon the surface, the first rainfall carries it down to the sub-surface soil. With the re-appearance of the sun, evaporation of the surface moisture begins but is replaced by the rising of the calcium chloride solution. Evaporation continues only up to the point at which, due to the calcium chloride, the solution will no longer evaporate. At the next rainfall the same process takes place with the result that cohesion is steadily maintained.



The compression test, during which soil samples are subjected to pressures equivalent to those imposed by a heavily loaded truck.

of soil samples from all parts of the United States. One of the fundamental tests is an analysis to discover the proportions of sand, silt, clay, and other substances which the soil contains. This involves a lengthy laboratory procedure, including hydrometer readings of a soil sample dispersed in distilled water. The readings are taken over a period of 24 hours. At the conclusion of the analysis it is possible to determine, by employing complex mathematical formulae, not only the proportions of all the different soil substances, but the actual size of their particles.

without losing stability to a harmful degree. This liquid limit varies greatly with different soils and is of great importance in determining the extent to which capillary and other moisture will lessen their stability. While all soils require a certain amount of moisture for cohesion, too much moisture will have the same effect upon them as will too much moisture upon a handful of damp sand. A compression test, in which a sample of the soil is subjected to loads comparable to those a heavily loaded truck would impose, determines the resistance to pressure from above; the resistance to lateral flow, or spreading out, under such pressure; and the expansion or tendency to take up water after being compressed. The knowledge which these and other tests make available, enables the highway engineer to know in advance how the soils which he must work with will react under varying conditions of moisture, pressure and climatic changes. If the soils are deficient in certain qualities, they indicate what materials should be added, and in what proportions. They tend to give the highway engineer the same degree of "exact knowledge" about his soils, as the structural engineer possesses concerning steel and stone.