

**Carolina Watchman**

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isbury, N. C., under the act of  
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The influence of weekly news-  
papers on public opinion exceeds  
that of all other publications in  
the country.—Arthur Brisbane.



**POPULATION DATA**  
(1930 Census)

|                                |        |
|--------------------------------|--------|
| Salisbury                      | 16,951 |
| Spencer                        | 3,128  |
| E. Spencer                     | 2,098  |
| China Grove                    | 1,258  |
| Landis                         | 1,388  |
| Rockwell                       | 696    |
| Granite Quarry                 | 507    |
| Cleveland                      | 435    |
| Faith                          | 431    |
| Gold Hill                      | 156    |
| (Population Rowan Co. \$6,665) |        |

**LET'S GO AFTER SOME BUSINESS**

It's about time for merchants and business men of Salisbury to look ahead and resume plans for business as usual.

While there has been an excusable let-down in the past few years the tide is beginning to turn, the buying power of people is improving and trade will naturally come to the merchants who go after it.

In this connection we point out that one of the greatest factors in advancing the commercial and business interests of any city is a first-class newspaper. Somehow, people in a given territory trade in the town whose newspaper they read. The Watchman with its thorough coverage of the trading area of Salisbury is indispensable in any concerted trade promotion.

We do not mean and would not advise that merchants in any city should support a newspaper solely because it is published where they have their places of business. But we do say that, where a newspaper is published in a given city, with adequate coverage of the trading area and a comprehensive service to the people of that section, merchants and business men would do well to advertise in the publication.

Salisbury's business will grow almost identically with the success of its journalistic enterprises. The support from advertisers, which insures newspaper success, widens the field of influence for a publication and brings back dividends to the business men involved. There is no question about the truth of this conclusion.

It would, perhaps, be unbecoming for us to say that The Watchman is such a worthy representative of the publishing world and the question is left for answer from our business interests. If they conclude that this newspaper is a good salesman for this section and will give us the support that such a representative deserves there will be a decided improvement, and, among the first to feel it will be the advertising business men of Salisbury.

**THE RAILROADS' NEW ERA**

It seems apparent that a new era in railroading is already well under way. Never in such a short space of time have there been so many innovations in railroad practice as in the past year or two; never have so many new experiments been under way in the effort to speed up railway traffic and meet the competition of the airplane and the automobile.

First came the air-conditioning of passenger cars, so far applied to

only a few long-run trains, but so successful and popular that it seems certain that before many years every important train will be equipped with some kind of air-conditioning to insure fresh air, even temperature and no cinders in passengers' eyes, which have been among the principal reasons why folk prefer to ride in motor cars rather than on railroads.

Then came the high-speed, stream-lined trains, in great variety. The first of these, the Burlington's "Zephyr," proved so successful that the road has ordered several more like it. In regular service it has to "loaf" to keep down to a schedule which calls for only 85 miles an hour! Then came the Union Pacific's "caterpillar" with its Diesel-electric locomotive, which amazed the world by crossing the continent in 57 hours. More of these light-weight, high-speed trains are to be put into service as fast as they can be built.

In the East, where population is thicker and traffic heavier, the big trunk lines still pin their faith on electric propulsion, which is feasible wherever there are great electric power plants close enough together. The Pennsylvania, which has been engaged for some time in electrifying its line between New York and Washington, has just placed a \$15,000,000 order for 57 huge electric locomotives, likewise streamlined and capable of a sustained speed of 90 miles an hour, which will bring Washington and New York within less than three hours of each other.

We hear of the great locomotive builders experimenting with new types of motive power, the Pullman Company and other car builders doing the same thing, and we look forward to a new and interesting railroad era.

**TODAY AND TOMORROW**

—BY—  
FRANK PARKER STOCKBRIDGE

LAND . . . soon in demand  
If I am any hand at reading the signs of the times, then the country is in for another big era of land speculation. And when you stop to think of it, the whole history of America is a history of speculation in real estate.

The urge that brought most of our ancestors to America was the chance to get land cheap and sell it at a profit, except such as they needed to subsist on. George Washington was the greatest land speculator of the 18th Century. In an old newspaper in which his death was reported I saw an advertisement of lands for sale along the Ohio River, "Address George Washington, Mount Vernon, Virginia."

I have lived through many land booms, including the rush of homesteaders into the West, the opening up of Oklahoma and the Cherokee Strip, the great rush of settlers into Southern California, innumerable suburban booms around a dozen cities, and the great Florida speculation which collapsed in 1926.

It looks to me as if the combination of better highways, cheaper cars, Federal encouragement, higher city taxes and the beginning of a return of prosperity is certain to stimulate the demand for land farther and farther away from urban centers.

Look for the next big land boom to set in around the end of next year and reach its peak in, say, 1937.

**TREES . . . good investment**

The cheapest crop to grow and the one that assures the greatest return in the long run is trees. Up my way the annual harvest of the tree crop is beginning now. Down by the river on my farm Bill Howland is cutting birch, beech and maple for cordwood. My share will go a long way toward the 1935 taxes.

Just below me, Will Seeley has moved his portable sawmill into Noble Turner's pine grove next to the old burying-ground and will saw out maybe a hundred thousand feet of boards, scantling and slabs, worth forty or fifty dollars a thousand rough-piled on the lot.

There are, I guess, ten acres of woods to every acre of cleared land over most of Berkshire county. Counting household fuel and merchantable timber, the annual crop pays big interest on the land value. Five dollars an acre is a good price for most of the pine-covered mountain tops.

Trees are a good investment for



THIS IS simply too good a story

TO MISS, and we are going to give IT TO you without names.

HOWEVER, LET the admission

BE MADE that it would prove

MUCH MORE interesting if a

NAME COULD be mentioned.

STILL RULES are rules, and they

MUST BE followed in this column.

IT HAPPENED in a certain family

IN THE City which we believe

YOU WILL be able to name right

QUICK AFTER you read the story.

"HAS THE baby come to stay?" a

CERTAIN LITTLE girl in a home

WHICH THE stork had visited.

RECENTLY WAS asked last week.

"I THINK so" she replied promptly.

"HE'S TAKEN all his things off."

I THANK YOU.

a man who is content to stay put. Not so good for the man who is always on the move.

SUGAR . . . from maple trees

Down East when I was a boy few country folk bought "store sugar". Unrefined brown sugar cost five or six cents a pound. In the 1870's I remember that granulated sugar was ten cents and more a pound. We bought some "blackstrap" molasses, but there was better sweetening right in our own woods. Maple sugar.

A farm wasn't a real farm in those self-contained days unless it had its "sugar-bush." Up on my hilltop, where the land levels off before you get to the slopes of Tim Ball Mountain, possibly a hundred huge sugar-maples remain of the old sugar-bush. They haven't been tapped in years. Store sugar is too cheap and farm labor too high to make it pay.

I asked for maple syrup the other day in a city restaurant, where I had ordered a plate of buckwheat cakes. There wasn't any more maple in the syrup than there was buckwheat flour in the cakes.

I've a good notion to ask the head of the CCC camp over at Lee to send a bunch of the boys over next March to tap my sugar trees. It would be an education for them, and maybe I could get some real maple sugar once more.

**HORSES . . . still with us**

Say what you please about the "vanishing" horse, I notice more real interest in horses and more of them in use, in the East at least, than for a good many years past. I went to the National Horse Show in New York a couple of weeks ago, and was specially interested in the handsome six-horse team exhibited by one of the big milk distributing companies. It used to be the "brewers' big horses" that were the last word in horseflesh; now it's the milkman's.

Farmers are replacing gasoline tractors and trucks with "hay-burners", for which they can grow the necessary fuel and at the same time cut their fertilizer bills. And in the city streets, nobody has yet built an automobile that will move on to the next house by itself while the milkman is making his morning deliveries.

It takes too much gas to start a car, especially in cold weather, to make it as economical as a horse in any kind of business that calls for frequent stops and starts.

The husband who does not turn up at home until 2 o'clock in the morning, might have been able during the boom times to persuade his wife he was kept at the shop by the pressure of business, but this excuse does not fit so well now that he is complaining of not enough work.

When people buy things at low prices, they call it splendid enterprise but when their rivals offer low prices they call it cut throat competition.

**PICAYUNES**

Q. DOES the sun draw water from the clouds?

A. The visible rays of the sun, which give rise to the erroneous expression that the "sun is drawing water from the clouds," are merely rays which break thru clouds in the distance when most of the visible area has no sunshine because of clouds.

**POSSESSIVE**

Q. What is the correct possessive of "somebody else"?

A. Somebody else's.

**GREEK MORTAL**

Q. Was Hippocrates the Greek god of medicine?

A. He lived about 460-357 B. C., and is called the Father of Medicine. The Greek god of Medicine was Aesculapius.

**TRAFFIC LAW**

Q. In which countries of the western hemisphere are vehicles required to pass on the left?

A. British Honduras, Panama, Paraguay, Argentina, Uruguay and Prince Edward Island in Canada.

**JAMES ROOSEVELT**

Q. What is the business of James, son of President Roosevelt?

A. Advertising, in Cambridge, Mass.

**WIDOW'S NAME**

Q. Should a widow continue to use her husband's name?

A. Yes.

**FEDERAL LAW**

Q. When did the Federal law prohibiting the interstate transportation of prize fight films for purposes of public exhibition become effective?

A. July 31, 1912.

**GAS CONSUMPTION**

Q. How much gasoline was used by motor vehicles in the United States in 1933?

A. Thirteen billion, four hundred and forty million gallons.

Q. When were Czar Nicholas II of Russia and his family murdered?

A. July 16, 1918, at Ekaterinburg.

**CLEVELAND REIGN**

Q. During which Congresses was Grover Cleveland President?

A. First term, 49th and 50th Congresses; second term, 53rd and 54th.

**ADDRESS**

Q. What is the address of Carrie Jacobs Bond?

A. 2942 Pinehurst St., Hollywood, Calif.

**FIRST SLAVES**

Q. When were the first Negro slaves brought to this country, and what was the name of the ship that brought them?

A. They were landed at Jamestown, Va., in 1619, from the ship, "The Treasurer," commanded by Captain Daniel Elfrith.

**GAME PATENTS**

Q. Can a patent be obtained on a game?

A. Patents are not granted on games. It is possible, however, to patent a game apparatus, copyright the rules, or get a design patent on the game board and other appurtenances. An appropriate and distinctive name may be chosen for the game and registered in the Trade Mark Division in the Patent Office.

**STERILIZATION LAW**

Q. Are mental defectives and criminals required by law to be sterilized in Germany?

A. Yes.

**DEAD MOON**

Q. Could a person live on the moon?

A. The moon is a dead world and has no atmosphere, and there is no possibility of life on its surface.

**Route One Items**

Mrs. A. P. Shaver's condition has been critical for the last few days. Her children have been at home over the week-end.

Mrs. H. J. Thompson has been in Asheville for the past week visiting her son, B. J. Thompson and family.

Jacob Bost, of Kannapolis, spent Tuesday with M. L. Bost of Route 1.

Mrs. W. B. Myers and son have been sick—both are better at this time. Miss Grace Benson, of Salisbury, has spent a few days with Mrs. Myers.

Mrs. M. L. Bost is in Salisbury with her sister, Mrs. J. H. Myers who is very sick.

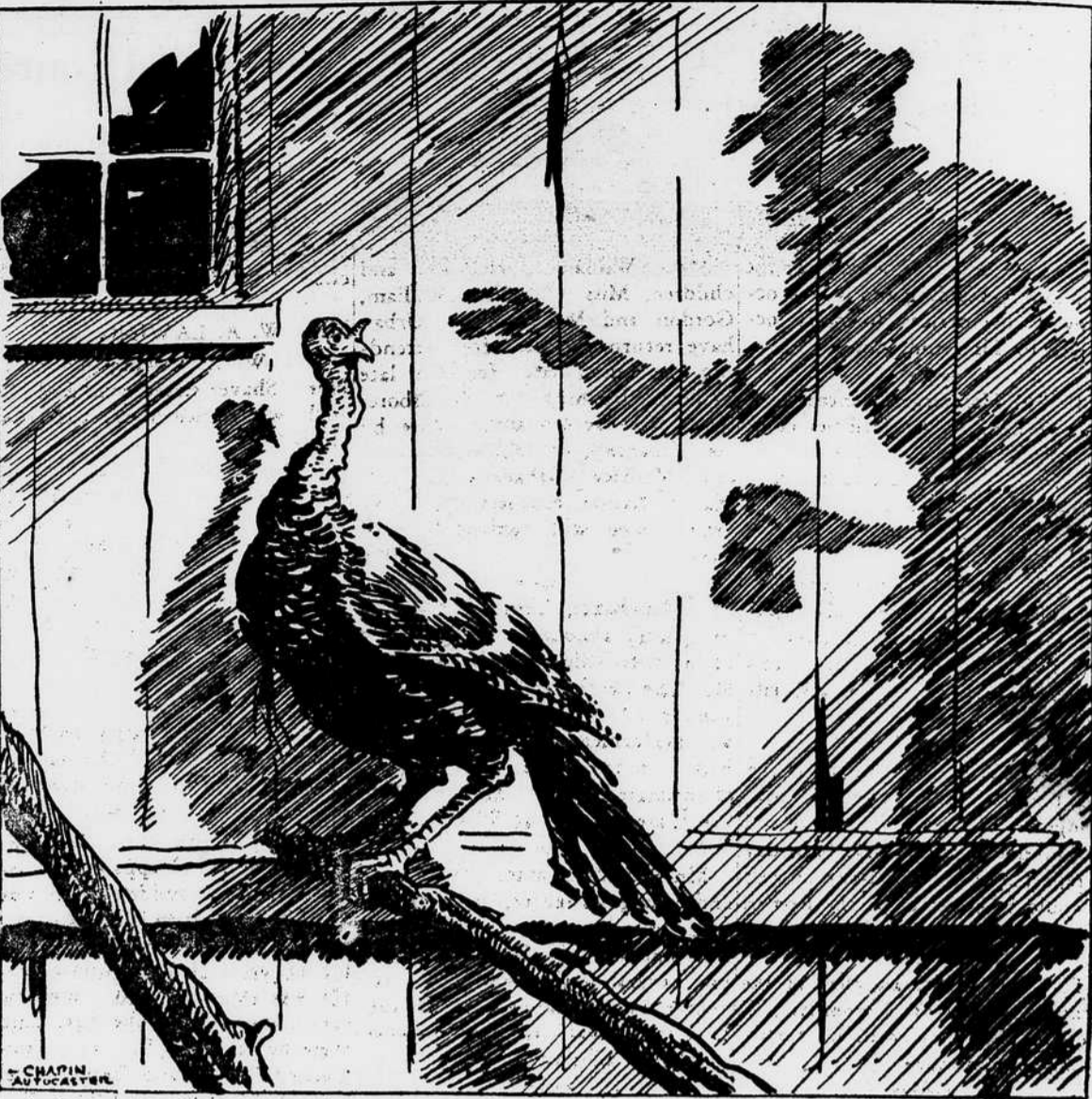
C. H. Weiser and mother visited relatives in Mount Pleasant last Sunday.

Mrs. John Myers spent a few days with her son, Olen Myers, and family.

N. C. Shaver visited George Fink over the week-end.

Mr. and Mrs. James Cline and daughter visited Mr. and Mrs. Dempsey Shaver on last Sunday.

**"Another Victim of The Snatch Racket" — by A. B. Chapin**



**OPEN FORUM**

The Watchman welcomes contributions to this column, and writers are asked to make their articles as brief as possible. This column is open to all readers, and we resume no responsibility for the comments or criticisms made. All articles must be duly signed by the writer.

Salisbury, N. C., Nov. 15th, 1934.  
Mr. Henry W. Davis, Mayor,  
City of Salisbury, N. C.  
Salisbury, N. C.

**In Re-Sewer Pipe**

Dear Sir:—  
I do not desire to state which pipe is the best for sewer purposes, but I do desire to call your attention to a few facts that you can very easily verify from a number of our tax-paying citizens.

A little less than four thousand years ago, the Great Pyramids of Egypt were built by the Israelites, and is now one of the Seven Wonders of the World. These pyramids were constructed by mixing some substance with a "plaster" that was made from ground up limestone. Crude and non-technical as this plaster may have been, it has withstood the ravages of the weather with practically no sign of wear through nearly forty centuries.

Technical magazines, books, and thousands of tourists throughout these United States of America tell me that the greater majority of bridges, culverts and under the highest types of paved roads are built out of concrete, an art of mixing some substance with a plaster that is made from ground up limestone. These same tourists, citizens and taxpayers, tell me that they even see concrete pipe used under these same roads. In fact, from a slight examination, concrete pipe almost exclusively is found to be used by the Federal Government and by the North Carolina State Highway Commission in their road construction program for years throughout this great Commonwealth of ours. Great roadbuilders throughout the world have come to North Carolina to examine our roads, and have pronounced them to be the best. Yet, behold, they almost exclusively use concrete pipe!

The 1914 edition of American Sewerage Practice says that prior to 1900, concrete sewer mains were "used to a limited extent" but since that date, "sewers are commonly built of concrete," our capitol city of Washington having in use over 500 miles of concrete sewer lines (1914). Brooklyn, N. Y. laid "about 400 miles in 1912" of concrete sewers out of a total of 1200 miles in use up to 1930, while the adjoining villages of The Bronx and Queens have 1200 miles of sewer system composed entirely of concrete. The majority of Manhattan's sewer lines are of concrete. Newark, N. J. has 366.6 miles of sewer mains almost entirely of concrete. De Land (Florida) entire sewer system is composed of concrete pipe. Fort Bragg, and other permanent military cantonments, use concrete sewer pipe almost exclusively. In California, the Municipal Index finds that almost the entire sewer

system of 180 miles in Sacramento is composed of concrete pipe. New York City is even coating cast iron pipe with a concrete lining. Judging from the Municipal Index, we find that Charlotte, Winston-Salem, Wilmington, Durham, Goldsboro, Chapel Hill, and numerous other North Carolina cities and towns are using concrete sewer pipe, all of which use concrete sewer settling basins. Our neighbor, Spencer, has concrete sewer pipe that has not given a particle of trouble for these many years. Knoxville, Tenn., the home of Clay Pipe Manufacturing Co., has many miles of concrete sewer pipe in their sewer system of 178.3 miles. The Pomona Terra Cotta Co.'s controlled Greensboro has only vitrified clay pipe. So does Palo Alto, Cal., the home town of ex-president Herbert Hoover.

**THIS WEEK IN WASHINGTON**

(Continued from page one)  
President's right arm in getting the Stock Exchange Control bill and the Securities Act through the last Congress. But back-slapping Joe Byrns of Tennessee has a lot of members pledged to himself. It looks like a scrap.

The latest "trial balloon," sent up by the Administration to sound out public sentiment, is the project for a series of intermediate credit banks to lend up to two or three billions to small industries on five-year terms, to enable them to start up and put men back to work.

How to reduce the 18 millions now on relief to three or four millions is still the greatest problem Mr. Roosevelt faces. There have been suggestions that Government guarantees of profits in the staple industries might stimulate private capital to start the wheels turning again. The banks have plenty of money and are willing to lend it; the trouble is that few competent businesses are willing to take the risk of borrowing until they get some assurance from Washington that the government's financial and business policies have been stabilized. And the Administration is beginning to understand that its great housing program, intended to be financed by private capital can't get very far until people who want homes are back on reasonably stable payrolls.

Senator Borah's demand for an investigation of waste and graft in the distribution of relief funds is being taken seriously. The investigation is to be made by Relief Administrator Harry Hopkins, who stands out as one of the high officials who does not let political considerations warp his integrity or his judgment.

**Weant Town News**

Mr. Walt Shoaf and family spent Sunday with his parents, Mr. and Mrs. Henry Shoaf.

Miss Nami Hoffman spent the week-end with Miss Grace Hoffman. She is from Salisbury.

Mrs. Clara Fortner and son, Woodruff, of High Point, spent Sunday evening with her daughter, Miss Mozell Gobble.

Mr. H. L. Gobble and family spent the day Sunday in Salisbury with his daughter, Mrs. Lina Gobble.

Miss Rosa Cauble visited Mrs. Bob Winecoff Tuesday evening. Mrs. T. E. Lamont was a visitor of Mrs. L. C. Williams Saturday night.

Mr. and Mrs. L. C. Williams visited Mrs. Williams' brother, Mr. Ernest Weant, Saturday evening. Mr. and Mrs. L. W. Shutt made a trip up in the Blue Ridge Mountains on business last Friday. They came back Saturday evening.

Mrs. Lindzie Gobble spent Sunday evening with her mother, Mrs. John Wagner.

Miss Mildred Williams and brother, L. C., were visitors of Mrs. Ernest Weant Monday evening.

Respectfully Yours,  
(Signed) A. F. Walsler  
Homeowner and Water Consumer.

The driver who is determined to pass on curves, is likely to pass out on one before very long.

They tell us why love fades like the roses, but the boys say it fades so quick nowadays unless fertilized with plenty of candy, flowers, and automobile rides; that they are thinking of not raising any more of this transient crop.