1935 Traffic Death Toll The HEADLINES Say: Is Another Record One

Motor vehicle deaths in the fic deaths and three had not report-United States soared to new heights ed comparative figures. Ohio was in 1935, reaching a total of 36,400. the only state with more deaths as compared with 36,101 for the than North Carolina that did not previous year, the National Safety show a decrease in percentage, the Council has announced. The slight increase there being 8.8 per cent decrease anticipated did not ma- as compared to 15.6 per cent in terialize because of bad experience North Carolina. The largest perduring the final months of the centages of gains in gasoline conyear. Despite this discouraging sumption in 1935 were shown in sign the Council is going forward the agricultural states. All southwith renewed vigor in its five-year ern states except Mississippi and campaign to reduce traffic acci- Florida showed increased percentdents 35 per cent by the end of ages of traffic deaths, with percentages smallest in Louisiana and In spite of the somewhat unex- South Carolina.

-about one-third the average for

Although 1935 motor accidents

From 1933 to 1934 motor vehi-

an increase in fatalities of but one

of less than carloads freight.

service January 30.

119 East Fisher St.

pected increase, the Council point- Certain cities turned in outed out that the population of the standing safety performances in country also increased about one 1934. Among these was Milwauper cent; thus the death rate per kee which finished the year with a 100,000 population was 28.5 in rate of only 11.2 deaths per 100,-1935, the same as in 1934. 000 population, the lowest of any

The increase in deaths was also city over 500,000 population. less than might have been antici- Providence, R. I., in the group of pated from the considerable ad-cities from 250,000 to 500,000 vance in motor vehicle travel. Auto population, had a rate of only 7.0 registration advanced 4.3 per cent from 1934 to 1935 and gasoline all cities in its group. consumption went up approximately six per cent. In other words, there was an increase in the vious all-time high reached in 1934, number of miles the average mo- the year's record is in some respects torist was able to travel without an more satisfactory, the Council

If fatalities had increased as much as motor car registration last cle deaths increased 15 per cent year, the 1935 toll would have been whereas population advanced only 37,500 instead of 36,400, and had on per cent, car registration four fatal accidents kept pace with gas- per cent. and gasoline consumption oline consumption there would have seven per cent. In 1935 there was been over 38,000 deaths.

The eastern states, including per cent, just equivalent to the ad-New England, made the best 1935 vance in population, while car regshowing, compared with the previous year, by reducing their fatal and gasoline consumption six per accidents three per cent. Massa-cent. chusetts and Rhode Island led the In the National Safety Ciuncil's way with decreases (11 months' campaign, 36,400 motor vehicle fafigures) of 19 per cent and 15 per talities will be taken as "par." A cent, respectively. Outstanding reduction of seven per cent for the improvement in the mid-western country-at-large will mean an acgroup of states was shown by North tual saving of 2,548 lives; there-Dakota, Illinois and Minnesota, with decreases of 23, 12 and 8 per cept. Florida and Mississippi showed the most favorable reducwest, Oregon, Utah, Wyoming and Montana all showed reductions of more than 10 per cent. talities all the way from seven to

North Carolina had 936 deaths 23 per cent in a year when the naorted the first el ven months of tional average was going up, other the year, a 15.6 per cent increase states should be able to effect subover the corresponding period of stantial reductions by using the 1934, while the increase in gasoline same intelligent accident prevention consumption for nine months was methods. 12.8 over the same period for 1934 Plans for the Five-Year Cam-Twenty of the 45 states and Dis- paign are based on the Council's trict of Columbia reporting showed a decrease in percentage of traf- accident prevention are at hand

Nervous. Weak Woman all states, counties and cities. Ef-Soon All Right

"I had regular shaking spells from setts, New Jersey, Florida, Minnenervousness," writes Mrs. Cora Sanders, of Paragould, Ark. "I was all run-down and cramped at my time until I would have to go to bed. After my first bottle of Cardui, I was better. I kept taking Cardui and soon I was all right. The shaking quit bad records. and I did not cramp. I felt worlds better. I gave Cardui to my daughter who was in about the same condition and she was soon all right."

all quickly

Thousands of women testify Cardui benefited the Tif it does not benefit YOU,

---5 big coals ttention cold's coming --Dealer

5 Big Names In Coal Campbell Creek **Pocahontas Red Gem** Dixie Gem **Great Heart**

> **JONES** Ice & Fuel Co.

Phone 203



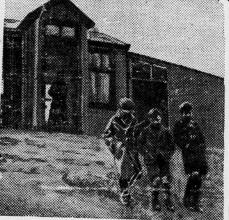
INTERRUPTING THE TEA PARTY - Apparently the kitten is taking advantage of the Dachshund who seems to be in a very hot



Pretty, dark-eyed, 16-year-old Julia Herring, of Winona, Mississippi, Southern states winner of the 4-H Club food prepara-tion championship for 1935 is taking a lesson in cake-baking from Monsieur Amiet, famous French chef in one of Chicago's hotels during the National 4-H Club Congress. Miss Herring won the Electrolux award, a college scholarship, granted by F. E. Sellman, vice-president of Servel, Inc., which sponsored



GRAND OLD MAN OF BIRTHDAY - Ambrose Swasey of Cleveland, Ohio, famous as the world's most distinguished telescope builder, is shown beside a scale model of the McDonald Observatory which will house the 82inch reflector telescope which was built at the



SMALLEST SCHOOL - Probably the smallest school in the world is this one in Great Britain. It has three pupils shown leaving the tiny edifice

curing at 20.

side it. As even the most mentally

The American Enka Corporation

recently asked Extension Forester

R. W. Graeber to secure for them

12,000 white pine, 4,000 shortleaf

pine, 2,000 black locust and 2,000

The

Man Who

Knows

Whether the Remedy

You are taking for

Headaches, Neuralgia

or Rheumatism Pains

is SAFE is Your Doctor.

Ask Him

Don't Entrust Your

Own or Your Family's

Well-Being to Unknown

Preparations

with Genuine Bayer Aspirin.
We say this because, before the

discovery of Bayer Aspirin, most so-called "pain" remedies were ad-vised against by physicians as being

bad for the stomach; or, often, for the heart. And the discovery of Bayer Aspirin largely changed

Countless thousands of people who have taken Bayer Aspirin year in and out without ill effect, have

proved that the medical findings

about its safety were correct.

Remember this: Genuine Bayer

Aspirin is rated among the fastest

methods yet discovered for the relief of headaches and all common pains

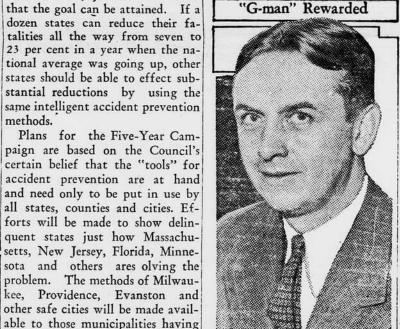
You can get real Bayer Aspirin at any drug store — simply by never asking for it by the name "aspirin"

alone, but always saying BAYER ASPIRIN when you buy.

. and safe for the average person

medical practice.

vellow poplar seedlings.



Officials of 43 states and the CLEVELAND . . . Eliot Ness District of Columbia have endorsed (above), 32, is a former "G-man" the program and pledged their cowho "broke" the Al Capone beer operation. Hundreds of cities have racket a few years ago. Today he also promised full participation in is the new safety director here, in charge of Cleveland's police and fire departments, the youngest man ever to hold the job.

Railways Seek You Don't Have More Business To Know Anything

Chicago.—The railroads of west-It doesn't take brains to push the ern United States were prepared for throttle of your car to the floora new swing on competitors with a universal free pick-up and delivery board.

It doesn't take cleverness to weave BEFORE you take any prepara-tion you don't know all about, for the relief of headaches; or the A huge fleet of trucks in all the in and out of traffic at sixty miles large cities of the territory west of an hour to the consternation of the Mississippi river to the Rocky the slower moving highway-users. pains of rheumatism, neuritis or neuralgia, ask your doctor what he thinks about it — in comparison

mountains along with the equip- It doesn't take any intellectual ment of local delivery concerns in capacity to hang onto the steersmaller cities and hamlets, were ing wheel, give her the gun, and under contract to start the new see if you can make the speedometer touch ninety-odd.

The roads have spent about five In other words, you don't have months completing arrangements to know anything to drive fast. for the local extension of their Drivers who regard streets and

freight service and have described highways as a race track might be it as the first gun of their 1936 divided into two classes. First. campaign to regain business lost those who are weary of living and to the highways in the past few don't mind if they take innocent parties along with them into eter-Under the plan they will send a nity. Second, those who are so stutruck to any address for a freight pid as to not realize that several shipment in Chicago, for instance thousand pounds of metal moving carry it over their rails to Minne- at terrific speeds is as lethal a apolis of any other destination in weapon as a machine-gun-both the region, and then deliver it by for the occupant and for anyone truck again to the consignee's door- else who happens to be in the lo-

Speed-and speed alone-is re-All kinds of printing done promptsponsible for the great majority of ly at The Carolina Watchman. utomobile accidents. All other causes pale into insignificance be-

ivelihood of 14,500,000 people in manufacturers.

are dependent upon cotton for the the country.

the cotton crop, and the selling of manufacturers and handlers. Cotton furnishes directly the commodities to cotton growers and

the United States, according to a Thus it is abvious, he said, that college station report from Raleigh. the South's cotton crop is not sec-Eleven million of these people are tional but national in its scope, and beauty who went visiting, vanishon the 2,200,000 cotton farms of any program affecting the crop ed into the night and was found the South and Southwest, and they has farreaching consequences over dead, without a single clue. Read

Three million more are supported justment program, the dean said, is the big magazine which comes reguby cotton textile manufacturing. not to give certain farmers an un- larly with the BALTIMORE SUN-Another 500,000 are dependent up- fair monopoly on cotton growing, DAY AMERICAN. On sale by on the miscellaneous uses of raw but to adjust production to demand newsdealers or by mail for 50 cents cotton, its ginning, merchandising, for the best interests of all concern- a month.

But this is not the whole picture, It is the AAA's contention, he said Dean I. O. Schaub, of State continued, that a program for the But this is not the whole picture, It is the AAA's contention, he College. Many more millions are benefit of the growers, who are in Live From Cotton College. Many more millions are benefit of the growers, who are in affected by the merchandising of the vast majority, would in the cotton products the financing of long run be most profitable for the cotton products, the financing of long run be most profitable for the

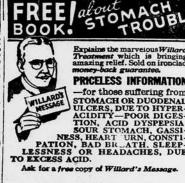
THE PERFECT CRIME

The strange case of a college this interesting story in the January

greater part of their cash income. The objective of the cotton ad- 19 issue of the American Weekly,

115,000,000 people go to movies every week in the United States.





Carter & Trotter, Inc.

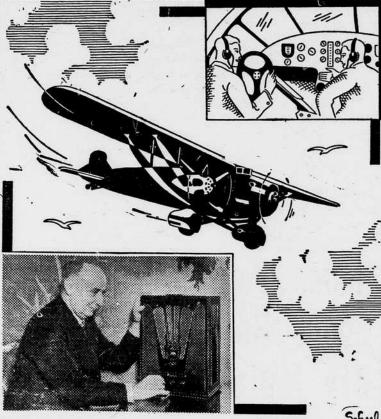


if you telephone her "Meet Me at BLACKWELD-ER'S FOR LUNCH today.' BARBECUE, all kind short orders. Leading brands of beer. Tables for ladies. Come here for

THE BEST ALWAYS BLACKWELDER'S

205 S. Main St .- 3-04 N. Depot

French Aviation Leader Marvels At Our American Radio Progress



AVIATION owes much of its portant industrial tool, the Instiphenomenal development to tute places flying at the head and the radio, so it is natural that M. Bleriot, pioneer French aviation the radio to keep them informed leader, shown in insert, should have about weather conditions. Radic is been interested during his visit the flier's equivalent of a sixth here in the great development sense, enabling him to conquer the in American radios during the former menace of bad weather by past few years. So great was flying blind with safety. his admiration that one of his hosts presented him with an American radios in his plane. He uses one deficient driver should be able to radio to take back with him on his reliable transmitter through which realize, an accident occurring at return. His is only one of thou he can keep in touch with the sixty miles per hour is almost in- sands of American radios in France world below him. Another receiv-

varably more serious than one oc- today. Of the various professional of the Department of Commerce groups in touch with The Radio In- beacons and broadcasts. The The roads of America are strewn stitute of the Audible Arts, founded third radio consists of a receive: with corpses because a relatively a year ago by Philco Radio & Tele- tuned for messages from the comsmall number of drivers are doing vision Corporation, none has been pany's private stations. The fourth their best to emulate Malcolm found more dependent on radio is an auxiliary receiver that can their best to emulate Malcolm found more dependent on radio is an administration than aviation. In its list of occu- be tuned to receive from either pations which use radio as an im- wave length.

farming second. Both depend on Today a flier needs at least four

ing set is tuned to the wave length

Cheer Up, Mister!!

This is Another Year!!



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