

# THE TRYON DAILY BULLETIN

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## The Ecumenical Movement

On Monday afternoon Dr. William Adams Brown, of New York, brought before a seeking crowd in the Church of the Holy Cross, the latest report concerning the present status of the Ecumenical Movement. He covered the growth of church union in various parts of the world, and secondly, the actual progress in the formation of the World Council of Churches. The progress of the movement in Europe has been seriously retarded by the present war but in spite of the difficulty of communication and the resurgence of nationalistic feelings, the movement has made some progress. The Ecumenical Movement is already demonstrating some of its possibilities in the work of the *ad interim* committees in Geneva, which is the active center. It has been able to be of great assistance to certain of the continental churches and its secretaries have been able to travel thru the warring countries with amazing facility. The Commissions of the Council are carrying on studies in the "Life and Work" and "Faith and Order" conferences as a measure to conserve the Movement against the disintegration of the war. Dr. Brown

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## THE GARDEN CLUB

The Tryon Garden Club will have a business meeting on Thursday, March 27th, at 3:30 o'clock at the Country Club. This is an exceptionally important meeting. Every member is requested to be present or to send her proxy to the president.

## STREAMLINES

*By L. G. Harkness Smith.*

"The Southerner" spent most of Monday in Spartanburg. It is a pretty railroad train, now ready for operation; New York-New Orleans.

Lots of people have written about this new type of transportation-magic, and it is futile for me to do more than to say that it appears to be all that "streamliners" should be.

To save space, let me commence at the front-end, where I had a difficult and hazardous adventure climbing a lot of steel ladders, waving a Press Card at the Engineer, and finally, after much parley, being admitted.

The "Diesel" looks like the inside of a motor-truck. It has a leather seat, windshield wipers, a speedometer that goes up to 120 miles an hour; and is very swank indeed.

Back of this luxury cab there is a door and a lot of steps leading to a pit where there are two units painted with aluminum paint, and roaring like a caged lion. Each of these is said to generate a thousand horsepower, and perhaps they do. They sound like it.

There is a boiler, also aluminum painted, that has something to do with the whole train, and there is a wash-room so the engineer can get ashore with clean hands and face,—and there are two or three boys in white who might come from a sanitary dairy or a hospital,—and that is the engine.

Then there are seven trailers, of stainless steel, and presenting

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