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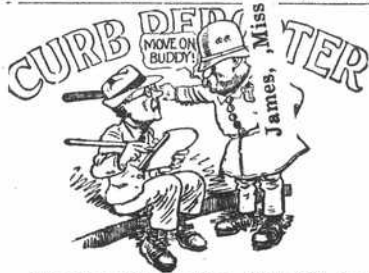
The World's Smallest Daily Newspaper.

Seth M. Vining, Editor

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ON, N. C.

FRIDAY, MAY 22ND, 1953



Weather Thursday: high 86, low 56, Rel. Hum. 55 . . . World news about the same including another change in French governments. The Mayer cabinet lasted about four months. Elbert M. Antrim of Tryon, Lake Lure and Chicago, was re-elected to the board of directors of the Chicago Tribune Company Tuesday. He is also business manager of the Tribune. Other directors elected include Col. Robert R. McCormick, Alfred Cowles, Henry D. Lloyd Jr., Mrs. Mary King Patterson, Mrs. Ruth McCormick Tankersley, and Chesser M. Campbell . . . Ed Scheidt, well-known North Carolina FBI chief has resigned to accept Gov. Umstead's appointment to head the State Motor Vehicles Department. Watch out traffic violators. The appointment is receiving favorable support even from the governor's opponents . . . Ted Fox, Tryon golf pro, says he wishes to thank the business people of Tryon who donated prizes and did other things to help make the one day golf tournament here a great success . . . Speaking of patience and perseverance and sacrifice It took a lot of that to build the railroad through Tryon. The charter was granted in 1855 and work didn't begin in Spartanburg until 1873, 18 years later; and it was 1885 before the road was finally com-

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**Tryon's New Railway Depot
Is Almost Completed**

The new Southern Railway Station for Tryon is almost finished. Only the installation of three electric refrigerated drinking fountains for the waiting rooms and business office, and some minor details are needed to make the new station as planned.

Prof. W. F. Bryant said the place looks so attractive that there is danger of oldtimers coming back to Tryon and getting so confused they'll get back on the train, thinking they are in the wrong town.

The building is the same size as the old one with the old skeleton, rafters and roof lines intact, but these were jacked up about two feet to increase the elevation because the depot grounds were elevated about 18 inches to eliminate the necessity for the conductor to place a box on the ground for passengers alighting from the train. Even hobbled skirted passengers can make it now.

The new building is Augusta red brick scratch veneered up to the window sills, and above that white asbestos siding prevails. The roof is of asphalt shingle in place of the old terra cotta. A new rectangular bay window with picture glass facing the trains, Trade Street and the mountains give plenty of day light over the station agent's solid mahogany desk which cost over \$1,000. Venetian blinds will be installed to keep out the morning sun.

White and colored passengers enter the waiting room doors as before but all arrive at a common waiting room with the same facilities for both. A four foot high brick wall partition divides the

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