

The Sanford Express.

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THE PEOPLE SHOULD ACT.

The big question for the next General Assembly of North Carolina will be lower taxes and economy in public expenditures. In the approach to this question the first objective should be how to reduce the cost of government. So high an authority as Revenue Commissioner Maxwell says that public expenditures have multiplied four times in eight years. That one fact should lead the citizens to demand a drastic cut. Mr. Maxwell also declares: "We are entitled to have some other objectives in life than supporting agencies of public service."

It is time for the people of North Carolina to unite in the demand for a reduction in the cost of public service in state, county and municipal government. Let the voters see that every candidate for the legislature is on a platform of economy and make sure also that he is a man who will live up to his pre-election pledges. Many of the people must have relief. To penalize men for owning homes and small farms spells ruin in the end.

Lee county is to be congratulated upon the nomination of Hon. A. F. Seawell for the House. Ability and experience will place him among the leaders in the next General Assembly. His friends throughout the State expect to see him in the thickest of the fight for the measures that will be beneficial to the people and reduce the heavy tax burden that worked a hardship on the tax payers for the past few years. Since it became known over the state that Mr. Seawell would be a candidate for the House he has received letters from men who served with him in the General Assembly in past years, expressing themselves as being pleased at the idea of joining him again around the committee table in the Legislature and working for those things that will continue to make North Carolina one of the great commonwealths of the nation. Mr. Seawell's friends would be glad to see him made speaker of the House. His name has been mentioned in connection with the office since his nomination last Saturday.

Frank Porter Graham, professor of history in the University of North Carolina and a member of the faculty for the last 16 years, was Monday elected 11th president of the University. He is to succeed Dr. Harry Woodburn Chase, who recently resigned to become president of the University of Illinois. Dr. Graham is 44 years old and unmarried. He comes of a distinguished family of educators. His father, Dr. Alexander Graham, is credited with having established the first graded school in North Carolina. His cousin, the late Edward Kedder Graham, was a former president of the University. He has a large personal following throughout the State and he is loved by people of all classes and conditions. With Frank Graham as president the University will continue to expand.

Congress passed a bill Monday over the President's veto, a measure to liberalize Spanish war pensions. In the senate the vote was 61 for to 18 against, and in the house the vote was 298 to 14. This was the first Hoover veto to be voted on in Congress and many were surprised that so few Republicans rallied to his demand that the measure be killed. It was said to be one of the greatest legislative defeats in history. The bill, now a law notwithstanding the White House disapproval, is estimated to affect 114,000 veterans of the war with Spain, the Philippine insurrection and the China relief expedition. The rates of pension provided by the bill are \$20 a month for a tenth disability up to \$60 a month for total disability, with an added \$12 a month if the veteran requires a regular attendant. The cost of the bill is estimated at \$11,712,440.

Henry Ford, it is said, expects to spend \$100,000,000 to build trade schools in this country. All these schools will be self-supporting. Academic subjects will be taught in the lower grades, but as soon as the students are ready for it they will be given vocational training. All the arts will be taught. When a student is graduated he will not only have a good basic education, but a trade that will immediately enable him to put his mind and his energy to practical education. The students will be taught to buy and sell, to be traders as well as mechanics. Maybe Mr. Ford could be induced to build one of these schools in Sanford.

We learn by way of Rufe Clark's column in the Greensboro News, that Dr. Estep, who was the wet candidate for the nomination for United States Senator, would give a Federal pension to every citizen, beginning at the age of 65. Had some of the folks known that this plank was in the doctor's platform along with his wet plank, he would have doubtless succeeded in polling more votes. Estep got 10 votes in Lee county.

No Wonder It's Crowded. Out of every ten people in the world, 15 of them live in India.

JOSIAH WILLIAM BAILEY.

By an overwhelming majority Josiah William Bailey last Saturday was given the nomination of the Democratic party for United States Senator. His commanding vote was registered in all sections of the state, showing that the Democrats wished him to wear the senatorial toga for thirty years worn by Senator Simmons. Of Mr. Bailey Sunday's News and Observer said editorially:

"Mr. Bailey first entered politics in North Carolina as speaker in 1898 and in every campaign since that time he has been a voice advocating the tenets of his party. As presidential elector and as citizen he has spoken in every county in the State. He has taken part in many battles within the party, for a time, particularly in 1912, leading the fight for Senator Simmons, when Governor W. W. Kitchin and Chief Justice Walter Clark were the contestants.

"In the same year, 1912, Mr. Bailey was one of the earliest and most zealous and effective advocates of the nomination of Woodrow Wilson for nomination to the Presidency, leading the close contest in Wake county and in the Fourth Congressional District where his brilliant leadership snatched victory from veteran political leaders. Upon the accession of Mr. Wilson to the Presidency Mr. Bailey was, upon the recommendation of Senator Simmons, made collector of revenue of the Eastern District of North Carolina, which position he filled with ability and acceptability.

"In 1924 Mr. Bailey was a candidate for nomination for Governor against A. W. McLean. In that contest, though Mr. Bailey and Mr. McLean had long been pillars in what was called the "Simmons machine," the organization headed by Senator Simmons, and managed by the late A. D. Watts, threw the entire weight of its influence for Mr. McLean and secured his nomination.

"Mr. Bailey never offered for any other nomination until early in the spring, when he became a candidate for nomination for the United States Senate. Before his announcement he was assured of powerful support, not only from his own friends but from thousands who resolved in 1928 to encompass the defeat of Senator Simmons because he did not support the Presidential candidate in that year. Mr. Bailey made no speaking campaign, writing no platform. In his only speech on Thursday night in Raleigh, Mr. Bailey said:

"Some question has been raised during the campaign as to why I did not propose a platform. I do propose a platform. I propose to stand on the platform of the Democratic party as written by the Democratic state convention representing the Democracy of the state. That will be my guide."

"Earlier in the campaign, asked by the editor of the Edenton News, his position on prohibition, Mr. Bailey replied by quoting the Democratic platform which was as strong a prohibition plank as could be written, and the national platform pledging the party to honest enforcement of the Eighteenth Amendment. During the campaign, due to the fact that Mr. Bailey had the support of conspicuous wets, some of his opponents raised the question of his attitude toward prohibition. Replying to the charge that he was not a good prohibitionist, Mr. Bailey said on Thursday night:

"I have also been amazed after an entire lifetime devoted to temperance, and after a constant warfare in which I gave the best of my life to the people against the saloons throughout this State, the question has been raised as to my fidelity to the cause of prohibition. I have canvassed this State against the saloons when the State was filled with them. I canvassed till all save 162 were closed. I voted for State prohibition in 1908; and it fell to me to enforce the 18th Amendment in my capacity as collector of Internal Revenue in 1918. I heard over the radio night before last a speech in which a gentleman on the other side undertook to hold me up before the people of North Carolina as a symbol of the wet cause. I must say that this is the first time I have ever heard the wet cause setting up the driest man in the State as its symbol. I do not drink. I have been against liquor and the liquor traffic all my life, and I shall live and die in opposition to liquor and the liquor traffic. Whatever I may do to bring about a diminution of this great evil will be done in all earnestness."

"This declaration, made on the eve of the voting, undoubtedly added to Mr. Bailey's support in yesterday's primary.

"Mr. Bailey is a son of the late Rev. Dr. C. T. Bailey, long editor of the Biblical Recorder and leader of the Baptist church of North Carolina. The son was born in Warrenton, N. C., 57 years ago while Dr. Bailey was Baptist pastor in that town. About the time of his graduation in Wake Forest College, Dr. Bailey became an invalid and the son succeeded him as editor of the paper, which he edited with vigor and obtained large influence in his church. Later he decided to become a lawyer and has for a long time practiced law in Raleigh, winning high praise at the bar, and is recognized as one of the most eloquent advocates at the bar of the Capital."

The lobby committee of the United States Senate invited Bishop Cannon to Washington with the evident intention of making a monkey of him. But the Bishop has turned the tables on his tormentors. He it is who has made a monkey of them.

Bailey is 57. He has arrived rather late, but doubtless the Raleigh lawyer opines it is better late than never.

A Fly Time.

The Graf Zeppelin passed over the Eastern seaboard to begin its eighth ocean crossing voyage and its fourth journey across two hemispheres. At the same time announcement was made that airplanes would make trips every hour of the day between Washington and New York, beginning August 15, at fares that would practically be the same as charged by the railroads.

Now is the time for those who advocate the philosophy of keeping your feet on the ground to get busy.

HOW WASHINGTON VIEWS SIMMONS'S DEFEAT

The North Carolina Man's Defeat May Indicate the Defeat of Other Southern Senators Congressman Owen Wants to Develop Her State—New Idea in Motor Cars—Prosperity Medicine.

(Washington News Letter.)
Washington, June 9.—The chief cause of the defeat of Senator Simmons in last Saturday's primary is attributed in Washington to the nation-wide reaction now in progress against prohibition. This may not be true, but the wets here are interpreting the event as the most striking illustration yet furnished that the dry South is now coming around to their point of view and that there will be no division in the Democratic party in the 1932 election for President. The party will stand solidly behind its candidate for the repeal of the 18th amendment. Simmons was defeated as the outstanding opponent of Al Smith in the South, his defeat almost certainly indicates the defeat of Senator Heflin, of Alabama and possibly Senator Sheppard, of Texas, though the latter did not kick out of the party traces in the 1928 election.

In other words, the Southern Democracy will do whatever the national Democracy, controlled by the wets of the North, hereafter tells it to do. The solid South will be restored, for the Simmons' defeat is to be a lesson to any Democratic politician in Dixie who contemplates asserting his independence of party when he thinks to follow its dictates. Possibly the Senator did make a mistake. Possibly it is necessary for the South to follow this party slavery in order to escape a still greater slavery, a slavery that the Republican party will have imposed on a politically divided South.

Congresswoman Ruth Bryan Owen. Women members of Congress pursue the even tenor of their way and perform their duties just about the same as men. There isn't one of the 435 Representatives but what is sure that his, or her district, is full of distinctive opportunities and natural advantages. The fact that most of them are right about some particular point in their claims of supremacy shows what a great country the United States is. Mrs. Owen has pointed out that her own State has possibilities that have never been developed. Ponce De Leon sought eternal youth in Florida, and several hundred thousand Americans who could afford it went to the same state last winter in order to hook into prolongation of life for a few happy weeks. Along practical lines of development Congresswoman Owen has recently made a plea in behalf of "thousands of pioneer American citizens" who have been drawn by the promise of the soil to live around Lake Okeechobee. She represents a part of that section in Florida in Congress, and she is urging to her utmost, steps for government assistance supplemental to the very large contributions which Florida has made in the past, amounting to millions, for the advancement and protection of the section which has been starting the nation with its development as a new sugar cane region. In this section there have been astonishing successes noted in the progress of the Southern Sugar Company, which has not only grown sugar successfully but harvested it by modern mechanical means that promise to greatly decrease the cost of production. In addition to that the company uses all of its waste material in making insulating board, and this product has been accepted by architects, builders and home owners and used by them very extensively throughout the country.

Prosperity Medicine

The dawn of a new day of national prosperity is shooting rays over the dark horizon of depression, according to some of our eminent economists and business prognosticators. Their general consensus seems to be toward a definite period of recovery following on the heels of one of the country's gravest declines after the Wall Street crash.

Thousands of business men who went down under the landslide are still suffering from its effects physically as well as financially. Their health was seriously affected in numerous cases to the point of complete nervous breakdown. Physicians and health directors everywhere were besieged with calls to relieve racked nerves and aching brains. Their prompt response figured greatly in keeping suicide statistics at a minimum. Complete rest and quiet were generally advised with other more definite instructions as to proper diet, abstinence from all stimulating drinks, even tea and coffee, and excessive smoking.

The success of this general recuperative movement is having a very definite effect, it is reported, on general business conditions, far-fetched as it may seem. Any iota of helpfulness in bringing about a normal trend again is highly commendable, regardless of who may profit, in order at least that the ranks of the nation's vast army of unemployed may be more rapidly mustered out.

The New Idea in Motor Cars. June—the month of new brides, new blossoms and new homes—this year introduces an entirely new type of automotive transportation. The

famous bantam Austin will make its first appearance on our streets and highways this month. It will open an era of tailor made transportation, as it were, cut to fit the individual rather than family requirements. The bantam car, a car to run around in, will help conserve the family pullman for family uses.

"The bantam car," according to C. A. Best, General Sales Manager of the American Austin Car Company, "is significant to the American public. It introduces a new type of transportation. This pioneering step undoubtedly will be followed by others. However, many will be called the bantam—but few will be chosen. The bantam Austin is the product of eight years of automotive experience gained by its foreign prototype on the boulevards of Europe, on the world's leading race courses, in endurance and hill climbing contests in the far corners of the world. Add to this the beauty of design for which America is famous, and the really luxurious appointments which mark the bantam Austin—the most economical type of automotive transportation which engineering has yet produced—and you have the reason why the bantam Austin will lead the procession."

The new car is designed for compactness—no larger than is necessary to transport two people anywhere. The wheelbase is 75, twenty-eight inches less than any standard car now in production. The tread is 16, less than the old wagon wheel standard. It will do 40 miles on a gallon of gasoline. The crankcase holds but two and one-half quarts of oil, and requires refilling but once every 1,000 miles. The cost of gas, oil and tires will be less than three-fourths of a cent a mile. It will list for less than \$450.

Sun Bathing.

Sun is still the friend of the young—and the old—and while we don't hear quite so much about the importance of being as brown as a berry this Summer, still most of the adherents to the healthful benefits of old Sol's companionship are doing a good deal of talking about the sun bathing.

In fact most of the fashion magazines talk equally about water and sun bathing, and the children are being taken into great consideration in the matter of "sun suits." Sometimes the whole sun suit is made of a highly translucent, porous and absorbent material, like dureded cotton.

Sometimes only the shirt (usually backless) is of translucency, while the trunks or skirt are of wool.

WILL TOUR E. CAROLINA WITH LIVESTOCK TRAIN

A special livestock train fitted with all devices, implements and fixtures needed in handling and caring for purebred livestock and with exhibits of blooded animals and chickens will be run throughout Eastern North Carolina during August by the Atlantic Coast Line Railway, cooperating with State College and the State Department of Agriculture.

The train will go into each county traversed by the Coast Line Railroad and will make 37 stops at the principal cities and towns. At each stop, experts from the College and Department will give lectures and make demonstrations in handling, feeding, and marketing beef cattle, dairy cattle, swine, sheep and poultry. Members of the animal husbandry, poultry and agronomy departments from State College and from the marketing and veterinary divisions of the State Department of Agriculture will assist officials of the railway in the educational programs.

The tour begins at Selma on August 5 and closes at Tarboro on August 26. In addition to showing the highest quality of livestock and poultry, the experts present will show and tell how to handle the stock for best profits. Considerable time will be used in the marketing phase of livestock production. Late results of experimental work will be explained and methods used by successful livestock growers will be outlined.

Each car on the train will be commodious and well equipped. The public will be informed as to the arrival of the train at each point and will be invited to pass through the cars in inspection every educational feature exhibited. The movement has been planned by the agricultural educational forces of the State to stimulate greater interest in live stock farming in North Carolina.

Bladder Irritation

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