

GENERAL NEWS

Trinity College had enrolled on October 10th, 1923 students. A runaway automobile in Columbia, S. C. killed one and injured four on last Sunday. Nine persons were killed as a train struck an automobile at Fairland, Ind. last Sunday. A white man by the name of Teeter was shot several days ago by a negro at Ansonville. The negro escaped but was recaptured by another negro who induced him to put on a dress and come out of his hiding place. Mrs. Elizabeth Curley Ragan died last Friday at a local hospital in High Point. The deceased was a widow of the late Will P. Ragan, a lawyer and at one time mayor of High Point.

RIGHT HERE IN OUR HOME TOWN

Our sales of Original Vinol are growing bigger and bigger. There's a reason, too. Many people right here in our home town have been helped by Original Vinol. Every day this splendid medicine is making new friends, who by its help are growing better and better because they had the faith to try Original Vinol. We guarantee it because we believe in it—and we are right here to make good on our guarantee—your money back if it doesn't help you.

R. J. Moore, Noroton Heights, Conn., says: "After taking Original Vinol I regained my normal weight and never felt better in my life."

Mrs. L. R. Robinson, Petersburg, Ill., writes: "Original Vinol has restored my strength. I think it is a wonderful medicine."

Mrs. G. A. Johnson, Sullivan, Ohio, says: "My doctor recommended Original Vinol for my rundown condition and it helped me right away."

ORIGINAL VINOL WILL HELP YOU

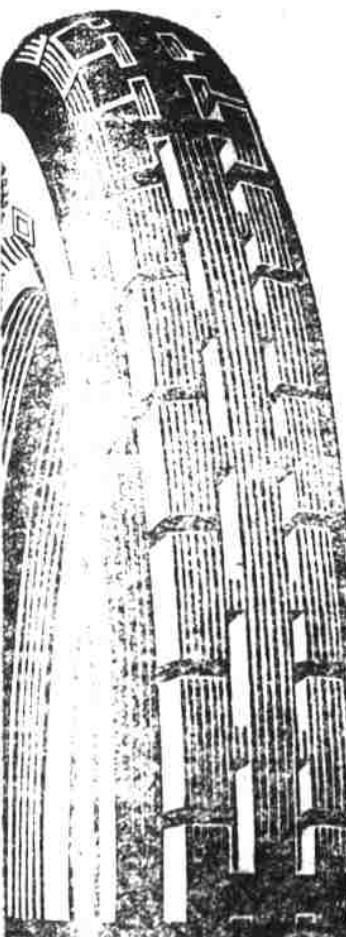
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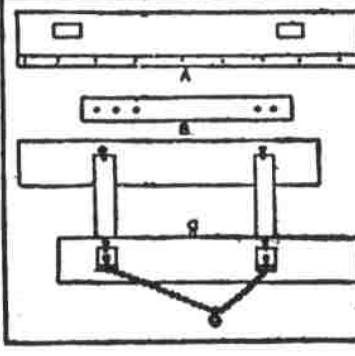
Farmer Can Construct Practical Road Drag

Every farmer should have a road drag. There is no excuse for not having one when it can be had with so little cost. Good road drags may be purchased or made at home.

On almost any farm some old plank can be found. Get two pieces of plank, oak if you can find it; 3 inches thick if it can be had; if not, 2 inches thick will be all right; 8 or 10 inches wide and 6 or 7 feet long. Three-inch plank is best as it is much heavier and will stand more heavy usage. You will also need two pieces of 2 by 5 or 3 by 4 preferably, if it can be had, 8 feet long. Some good tough wood is best.

Make these like illustration B. Bore five one-half inch holes in each as illustrated; one to be about 6 inches from the end, with a second one 3 inches or 2 inches from that inward, according to the thickness of your two large pieces of plank. At the other end bore one hole about 3 to 4 inches from the end, this hole to be used to hold clevis pin for the hitch. Bore another hole 6 inches from this end of the piece, and a third hole 2 or 3 inches inward from the second, according to the thickness of the large pieces of plank used.

In each of the large pieces of plank make two holes as in illustration A, one at each end 2 1/2 inches from top edge of the plank. One hole should be 10 inches from the end, the other 18 inches from the end; make these



Details of Practical Drag.

holes so your two 3-foot pieces will slip into them easily. You will also need eight old bolts, one-half inch in diameter and 6 or 7 inches long, these to go into holes in the 3-foot pieces.

Put together as in illustration C, having one plank with long end at one end, and other piece with short end at same end; slip in the 3-foot cross-pieces, drive bolts in front and behind the large piece through all the holes but the two for the clevis, having the end of each cross-piece containing the three holes toward front. Get two clevises and put in the remaining holes.

It will require about one-half day's time to make this drag, and cost you nothing for material if you can find the plank and old bolts on the farm. But even if you must purchase these it is well worth having if you only need to use it on driveway and lanes. However, there are thousands of miles of roads that would be improved wonderfully if the farmers along those roads spent but a few hours occasionally in pulling a drag over them.

You can give your road drag longer life by nailing a piece of angle iron on the lower front edge of the plank as shown in illustration A. Nail a few boards across the top to stand or while using the drag. These can be nailed on the upright planks, from front to back plank, or can be nailed on the cross-pieces, lengthwise. Either place will be all right. You can then ride on it and help to hold it down when extra weight is needed.

Uniform Sign Is Urged by the Highway Bureau

Standardize danger signs along American roadways. Make them alike from coast to coast.

So urges the bureau of public roads, United States Department of Agriculture. The recommendation is made for the consideration of highway officials, automobile organizations, municipal officials and other persons interested in safe driving.

By standardization of all highway danger signs the department believes automobile accidents may be lessened. Deaths from automobile accidents have nearly doubled since 1915, and the rapid increase of such accidents the department believes, can be appreciably checked by the adoption of standard danger signs, easily read and distinctive, along American highways.

A tourist at the present time will see almost as many kinds of signs as there are states he visits. Also, in some cases, the style of sign changes in going from one county to another. The subject is under consideration by a committee of the American Association of State Highway Officials.

Delay of Many States in Road Building Seen

Due to failure on the part of many of the states to develop a road-building program, there is at present a total of \$177,192,706 of federal and highway funds in unobligated balances, says the National Motorists' association, in deploring a condition which results from the various states being far in the rear on their highway construction programs. Added to this is another fund of \$20,000,000 recently made available

Community Building

SAVING THE OLD SHINGLES

Nothing Gained by Their Removal, is the Verdict Delivered by a Building Expert.

Home owners planning to repair or recover their shingle roofs are urged to save their old shingles, in a statement issued by J. M. Berdan, Detroit building expert.

"Of the 28,000,000 buildings in the United States," said Mr. Berdan, "not quite 5,250,000 still have wooden roofs. Of these wooden roofs, our field agents report that nearly a million are in need of repair, on account of the fact that many of these repair jobs have been long deferred. Just how the owners of these roofs go about having the work done, particularly in the midst of the greatest building boom since 1909, will depend the expenditure or saving of a large sum of money.

"The conventional method in giving a house with shingles a new roof is to rip off the old shingles and to lay the new roof on the old furring strips. This means muzzing up lawns and shrubbery, filling the upper floors of the house with dirt and dust, and running the chance of getting caught in a sudden storm with no roof on the house. In addition, of course, is the cost of the labor for ripping the shingles off.

"These risks and expenses can be avoided by laying the new roof right over the old shingles. Whatever the material of the old roof, whether asphalt or wooden shingles, the new roof will be cheaper to lay and will offer a better insulation for the house; making it cooler in summer and warmer in winter. The additional weight is easily supported, though in some cases it may be necessary to brace the rafters.

"Home owners will spare themselves trouble and money by leaving the old wooden shingles in their places."

TWO METHODS OF GARDENING

Householder With Small Plot of Ground Must Follow Intensive Plan to Get Best Results.

The intensive gardener has his soil as fertile as possible, spaces the rows closely and follows one crop by another the same year as often as possible. Onion sets are thrust into the ground wherever there is a vacant space, radishes are grown between rows of carrots and parsnips and are gone before the later crops need the space. Lettuce appears between cabbage rows and even between plants in the row, and peas and early turnips are removed in time for late snap beans.

The extensive gardener, on the other hand, to whom time and labor are more of an item than land, lays out his garden with long straight rows spaced far enough apart for horse cultivation, or at least for easy wheel-work. He need not feed his soil so heavily nor does he pay so much attention to intercropping and succession crops as the man who has more time than ground.

The "Undesirable Citizen."

Of course, in all towns as well as in all cities there are men who can talk biggest when they are away from home where they are not known. Generally these are men who shirk duty and dodge responsibility, never contributing as they should to community progress. There are even those who seek to retard progress and seem to take greatest satisfaction in the failure of public effort to develop the town in the largest possible degree. These men are conspicuous but they are conspicuous not in the way that citizens are who endeavor to discharge their every civic and political obligation. They are more conspicuous in small towns than they would be in great cities, for there they would be practically unnoticed. Yet conspicuousness in small towns has its compensation, for the fellow who won't go along until he is compelled to go can easily be reckoned with in one way or another.—Grit.

To Seek Rare Orchids.

In an effort to make the orchid collection of the Missouri Botanical garden one of the largest in the world, an expedition of agriculturists will go to Colombia, South America, in search to obtain additional plants, it was announced.

The varieties, cattleya trianae and cattleya schroederiae, of the mauve variety are the species especially sought, it was explained. In addition the party will search for rare species. The quarantine against importation of foreign plants maintained by the Department of Agriculture to prevent importation of injurious insects will be lifted for the expedition, it is said.

Michigan City's Error.

The city manager of Mount Pleasant, Mich., figures that it will have cost that city \$80,750 to retire its \$18,000 water improvement bonds issued in 1902, owing to failure to make proper provision for retirement by serial bond or sinking-fund method.—Chicago Daily News.

Teaching Business Administration. In Evansville, Ind., the chamber of commerce and Evansville college have been co-operating in giving community courses in business administration.

FARMERS, NOT HIMSELF, HURT BY GORGAS SALE, SAYS FORD

(By Associated Press)

Detroit, Oct. 11.—Henry Ford's offer for the purchase of the Muscle Shoals project in Alabama is still before Congress and will not be withdrawn, Henry Ford said today in a statement, his first public assertion since the sale of the Gorgas plant to the Alabama Power company.

Mr. Ford charged that political influences were brought to bear to keep him from obtaining the plant and these "same influences prevented a vote in the house last spring" on the sale of Muscle Shoals to the Ford Motor company.

Mr. Ford's statement says: "The United States government, through Maj. Gen. Lansing H. Beach, asked me to bid on Muscle Shoals, not on a piece of Muscle Shoals. I did so, and because my bid included all of Muscle Shoals it was the only one thought worthy of reporting to Congress. But I have a very strong conviction that while we have been negotiating with Mr. Weeks, we have not been negotiating with the United States government.

"John Weeks repeated assertions that Henry Ford would never get Muscle Shoals, neither with the Gorgas plant nor without it, in evidence that the parties to this matter are not the bidder and the government but other parties best known to the man who is at present secretary of war.

Scheme of "John Weeks"

"Long ago Mr. Weeks matured in his mind the plan to break up Muscle Shoals and dispose of it piecemeal. When he sold the steam plant at Gorgas he pulled the first stitch in unraveling the greatest single prospect ever held out to the American farmer and manufacturer.

"The next steps are so plain that a child can see them. It only remains to sell the gigantic nitrate plant No. 1 and then nitrate plant No. 2 and finally the Wilson dam itself, and that is the end of Muscle Shoals as a possible demonstration of the cheapness with which power and fertilizer can be produced.

"This plan was formed by John W. Weeks for the purpose, as he thought, of injuring Henry Ford. Which shows how much a Boston bond broker, in politics for a pastime, knows about industrial problems.

"Never Hit Me," He Says. "But the injury has shot past Henry Ford and has landed on the farmers. I was willing to demonstrate at Muscle Shoals that power and fertilizer would be produced at much lower cost than now and that the government could be assured of an adequate supply of war nitrates. Muscle Shoals intact would be the greatest munition plant on earth.

"Muscle Shoals in its nitrate production is our greatest insurance against war, or if war comes, our greatest assurance of victory—but apparently that does not count with the head of the war department. The Ford Motor Company never has needed Muscle Shoals. We have waterpower sufficient for all our purposes. The only thing I could do at Muscle Shoals which I am not able to do elsewhere would be make fertilizer for the farmer. And that is the sole reason why John W. Weeks and scores of corporation lawyers have exerted their cunning to prevent me. The same influences that prevented a vote in the house last spring are responsible for the sale of the Gorgas plant to prevent a vote on Gorgas.

Price Small Matter.

"They may get other offers for other pieces of Muscle Shoals and the total sale price may compare favorably with the initial payment called for under my offer, but the sales price is the smallest item at Muscle Shoals. Even if the friends of John W. Weeks should pay the original cost, dollar for dollar, Muscle Shoals would still be a complete loss to the people because John W. Weeks' friends will not develop its matchless possibilities and will not use it for the public benefit. It would be well worth while for the waterpower and fertilizer financiers, who control this system to pay \$100,000,000 if thereby they can retain the endless millions which they now make through exploiting of power and fertilizer. The demand which we will make at Muscle Shoals would be a death blow to all such exploitation.

"My offer is still before Congress. I shall not withdraw it. There is nothing whatever for me to explain. There is nothing that John W. Weeks can explain though he should talk from now until he leaves public life, but I want to say this:

"If I get Muscle Shoals we shall run power lines 200 miles in every direction from Muscle Shoals. We have been working and have learned how to send power long distances without losses by leakage. I say this now for the benefit of the international financiers, who with the Alabama Power company have Muscle Shoals almost hopelessly in their grasp.

"It is not to me that John W. Weeks has anything to explain. I know just how much value to attach to his explanations. Let him explain to the farmers."

Dallas Jester, a ten year old school boy and the son of Will Jester a brick mason of High Point, was struck by Mr. C. F. Tomlinson's automobile Tuesday. He is in the hospital and the extent of his injuries are unknown. The boy jumped from a truck and started to cross the street in front of Mr. Tomlinson's car.

Corn yields may be more surely and easily increased by the use of good seed than in any other way. The way to select this seed is from the fields in the fall.

PAGEANT OF PROGRESS TO BE HELD IN HIGH POINT OCT. 25

High Point, Oct. 18.—Elaborate preparations are being made for the pageant of progress to be held in High Point on October 25 to celebrate completion of good roads in the 5th North Carolina Highway district. The invitation is open to everybody, and the committee in charge of arrangements are expecting thousands

of visitors here for what promises to be the most spectacular event in the history of the commonwealth.

Among the prominent men who have promised to be present are Dr. Hubert Work, secretary of the interior; Governor Cameron Morrison, of North Carolina; Governor McLeod, of South Carolina; David H. Blair, commissioner of internal revenue; General A. J. Hensley, commanding officer at Camp Bragg, Fayetteville; W. A. Blair, of Winston-Salem; Frank Page, chairman of the state highway commission, and possibly Governor Peay, of Tennessee.

J. Elwood Cox, member of the state highway commission from the fifth district, is general chairman of the committees in charge of arrangements, and under his direction many plans have already been completed.

While the pageant will be an all day affair, the outstanding feature will be the elaborate street parade, which is scheduled to get under way promptly at 9:30 o'clock.

This parade will have in it vehicles of every description from the earliest history of the state to the present time. There will be the crude tent-pole drags of the Indians, the rough hewn log sleds of the early settlers, covered wagons, ox-drawn carts, tobacco hogsheads with pole shafts, the original stage coach used between Salem and Fayetteville, tally-ho, victorias, landaus, traps, surries, buggies, buck-boards and automobiles from the earliest make to the 1924

models. Nearly 1,000 persons attired in costumes representing the various episodes from the days of the Indian trail to the modern period, will ride or walk in the parade, which promises to be the most spectacular of its kind ever put on in North Carolina.

The various episodes will be represented by the civic organizations of High Point. Taking part will be the Redmen, Woodmen of the World, Rotarians, Kiwanians, Civitans, Daughters of the American Revolution, United Daughters of the Confederacy, the Elks, the Y. W. C. A., the Woman's club and many other local organizations.

Miss Olive V. Jackson, of New York, is in the city completing the plans for the parade, she having been engaged for that purpose. Miss Jackson put on the centennial celebration at Macon, Ga., last May, and this event was described as the most largely attended and spectacular attraction in the history of the south.

Arthur Lyon, chairman of the entertainment committee, announces a football game in the afternoon and a production by the Carolina Playmakers and a grand ball in the evening.

High Point is making preparations to entertain thousands of visitors on the day of the pageant. Mayor John W. Hedrick having written a letter to the mayor of each city in the state, inviting him and his townsmen, one and all, to attend.

J. WORTH BACON.

NORFOLK SOUTHERN R. R. Announces Reduced Round Trip Fares TO RALEIGH, N. C. Account North Carolina Industrial Fair (Colored) OCTOBER 24TH-27TH, 1923 Tickets on sale October 22-26th and for morning trains October 27th, final limit October 29th, 1923, from points in North Carolina. J. F. DALTON, General Passenger Agent.

FOR SALE! My new six-room bungalow on Main street, near church, graded school and Depot. Also my stock of merchandise in store building next to Depot on Main street. Long lease can be secured on store building. For further information apply to A. B. COX, Seagrove, N. C.

SOME OF THE THINGS ASHEBORO CHAMBER OF COMMERCE WISHES TO PROMOTE 1. The extension of hard surface streets and sidewalks. 2. Extension of the white-way lights of Asheboro. 3. Better roads leading to and from Asheboro. 4. Full co-operation of the citizens of Asheboro in securing adequate playgrounds for the children. 5. Getting tobacco warehouse or receiving station at Asheboro to aid the farmers in marketing tobacco. 6. Establish a creamery in Asheboro. 7. Get many kinds of manufacturing enterprises in Asheboro; increase population; increase payrolls; and get folks to come to Asheboro to trade. 8. Promote the building of low cost homes for rent or sale. 9. Make Asheboro an attractive city. This will increase your financial income and give you personal gratification. A co-operation of the citizens of Asheboro will speedily bring to pass these things. Will you help by joining the Chamber of Commerce? Much interest is manifested in the Chamber of Commerce, and many have joined. The number is expected to be published in next issue. CHAMBER OF COMMERCE