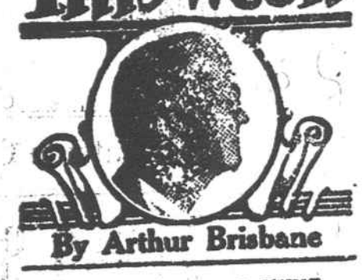
This Week



By Arthur Brisbane

A BETTER NATIONAL TUNE.
BEVERIDGE AND PHILLIPS.
WHEN BABIES TWIDDLE TOES.
RAILROADS AND BUSSES.

Some one not satisfied with the "Star Spangled Banner" offered $1,500 for a better national tune. Nine hundred and fifty-one composers tried and failed. The "Star Spangled Banner" will continue to make Americans stand up. To do a thing well you must get excited about it. Socrates, greatest Greek teacher of oratory, said, "To convince others, be yourself convinced." There will be no improved "Star Spangled Banner" until real danger inspires somebody to produce the right song.

Albert J. Beveridge died last week, sixty-four years old, of heart disease. An automobile stops when the engine stops; a man, when his heart stops. One hundred men understand a motor engine for one that knows his own heart.

There is no "resale" price on a second-hand heart, and heart disease is increasing as consumption diminishes. Doctors can cure many diseases, but you must cure your own heart, once you have been warned.

Beveridge and David Graham Phillips were schoolmates in Indiana, and represented their State well, Phillips in literature, Beveridge in national politics. Both are gone. Is it "entirely illogical," as some say, to hope that they have met again, or is it, as others say, "a perfectly reasonable hope"?

A Young Women's Christian Association committee says: "The modern wife who works after marriage and continues to bring money into the home is the best type of young wife, better than the young wife who sits at home twiddling her thumbs."

Real wives can testify that there is little time at home for twiddling thumbs, especially after the first baby begins to twiddle its toes. Every young man ought to be able to support one woman, and proud to do it, while she takes care of the children. Working wives, respectable and admirable, should not be necessary.

This country treats the Mississippi problem as a poor man treats his farm, never spending enough to get it in good shape. Scores of millions have been spent on patch work against flood danger. Now comes a flood causing five hundred million dollars' damage. That sum, properly spent, under one comprehensive plan would have prevented this flood and future floods.

Railroad men, doing their best to help stockholders, as they are bound to do have concentrated on getting increased passenger fares and freight rates from the public authorities, and that has seemed good business. The time is not far off when good business will consist in finding a way to carry passengers and freight for LESS and thus making more money.

The danger to the railroads is a small ridiculous looking thing on four wheels running along the highway, paralleling the highway on a "right of way" that costs the motor omnibus and motor truck nothing but the price of their license. Every day four motor buses leave Los Angeles carrying passengers to Chicago. That doesn't amount to much. But they can carry twice as many passengers as there are on this magnificent Santa Fe "Chief" Express. And the bus overhead is one man driving and another man to relieve him.

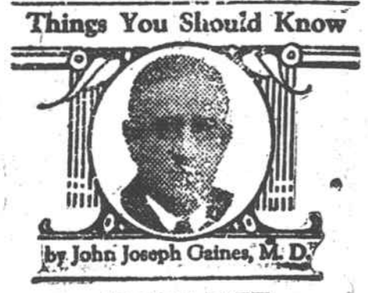
Omnibus travel is uncomfortable travel and will never compete with the express train. But **WHAT ABOUT THE FLYING MACHINE** that will soon be here?

And what about freight hauling by omnibus? On the Mojave Desert farmers buying agricultural machinery from Los Angeles do not ask the railroad to carry it.

The farmer calls up the truck line at Victorville. The freight motor truck delivers the mowing machine, plow or "seed drill" right in the farmer's barnyard. The freight bus costs a little more per hundred than the freight train. But what you order today you get tomorrow and it is delivered at your door.

About Your Health

Things You Should Know



by John Joseph Gaines, M. D.

ABOUT DIET.

If the American people haven't been "fed up" on diet, for the past decade, then there is nothing in what we see. Almost every magazine, newspaper, or other candidate for the patronage of the reading public, has a special dietary counsel, who dishes up the most fascinating technicalities about calories, proteins, carbohydrates, hydro-carbons, vitamines, A. B. and C. You are told that milk is all the food necessary for human life's sustenance; the working man knows better. You are told that any sort of meat is deadly, and must not be eaten, if you would live long. Some tell you that you should live on raw carrots, raw turnips, raw string beans, raw green corn—such advice is about as raw as the fellow who attempts to carry it out.

I know of an advertising charlatan who is reaping a financial harvest, using "the diet racket." People fall for it by the hundreds, and stay until they realize that they are stung. Folks, especially those of the simpler sort, say "I know there's a diet for every complaint, that'll cure it, if we could jest find it out." Recently a "practical nurse" said to me: "I ain't a doctor, nor I ain't a graduate of any school, but I know that's the best treatment for this girl." "Please tell me how you know it," I asked; and for the life of her, she couldn't tell, not being a doctor nor a graduate nurse. A rough, Missouri farmer once told me that he cured himself of typhoid fever, by eating two cans of cove oysters, at one sitting—just after the doctor had called, and had told him he must not have solid food! And that farmer had about as much sense on dietary matters, as the ignoramus who tells you that a man can perform heavy manual labor on three quarts of milk a day. When shall common sense take the place of technical fooleries?

Prove all things; hold fast to that which is good.

"Next week: Tubby Men."

BALSAM

Rev. Kay Allen preached a beautiful Mother's Day sermon in the Baptist church here Sunday morning. Rev. Mr. Cook of Dillsboro preached at the evening hour.

The Metthodist Sunday School rendered a prety and appropriate service in the afternoon in honor of "Your Mother and Mine."

Mrs. Mabel Perry went to Franklin Monday.

Mr. and Mrs. C. A. Ballough and Mr. and Mrs. Wilmons Ballough arrived by motor Friday from Daytona Beach, Fla.

Mr. J. W. Porter of Hypoluxo, Fla., spent several days here last week visiting his daughter, Mrs. Geo. T. Knight.

The flapper isn't as bad as she paints herself.

Dairymen of Alamance County have begun an advertising campaign to show the value of milk as a food

NEW YORK PAPER LAUDS N. C

The following editorial taken from the Olean (N. Y.) Times, is but a sample of the favorable publicity that North Carolina is receiving throughout the United States, since North Carolina began the construction of great highways, as one phase of her program of progress:

The average motorist will bear out the statement that there is only one kind of road for country highways—concrete. Motor travel, in fact, is quite a different proposition on concrete roads than it is on the lumpy, got-to-be-repaired-in-the-spring macadam roads; and many motorists will go miles out of their way on a long run in order to travel on concrete highway—and probably make better time, at that.

It is interesting to note, therefore a few facts regarding North Carolina's road building campaign, extending over a period of five years, during which more than fifteen hundred miles of concrete roads have been built averaging eighteen feet wide.

Here are a few of them:

Two thousand busses carry children to school over these roads. This facility has been a direct result of the road-making campaign, according to Chairman Page, of the state highway system.

While the number of farms in the United States has been on the decrease, the number of farms in North Carolina has increased by THIRTY THOUSAND during the last five years. Profitable farming and good roads are partners.

Not only has rural life in North Carolina been improved, says Mr. Page, but the smooth highways have enabled farmers to get their produce to market with greater facility. Truck gardening in the state is rapidly on the increase and at the present time North Carolina ships FOUR TIMES as many cucumbers, peaches and strawberries as it did before the inauguration of the road campaign.

Motor registration in North Carolina has increased 260 per cent since 1920 leading the increase in the rest of the country by sixty per cent. Indirectly, this increased motor registration HAS PAID FOR THE NEW CONCRETE HIGHWAYS in fees and a four cent gasoline tax.

And some of us have had the idea that North Carolina was one of the "backwoods" states.

Unusual School Record

Edwin Nordmann, of Ellsworth, Minn., went through grade school and graduated from high at 15 years of age and now is a junior at Dubuque, Iowa, college, never having missed a day or being tardy in any of his school life—a record of 14 years

Steel From Sand

Hilliary Eldridge of Oakland, Calif., has perfected an electrical furnace wherein steel is melted from Montere black sand, an invention which may revolutionize the industry

The farmer with a college education generally owns more land and livestock and makes more money out of his venture than the man without such an education.

The present scarcity of breeding sheep in North Carolina is the best reason for saving the ewe lambs this year.

Cotton mills of North Carolina are using four times as much medium length cotton as is produced in North Carolina. There appears to be a good demand for inch to inch and one eighth staple.

Farmers of Craven County have received about $42,000 in spot cash for their hog feeding operations this spring.

To produce quality fruit, peaches should be thinned to stand four to six inches apart and apples to one fruit per cluster.

Maintaining soil fertility is probablythe biggest problem before the fruit grower of North Carolina.

Soybean hay used as a winter feed for maintaining lambs gave even better results than the same amount of alfalfa hay.

Sheep pay as high as 100 percent on the investment, finds one grower in North Carolina.

Tom Tarheel says he is getting his roadside market ready for the summer trade.

Sec'y Hoover Returns To Flood Districts

After a hurried trip to Washington to personally report to President Coolidge and recommend the nation be requested to donate ten million instead of five, Secretary Hoover is back in the Mississippi flood districts, as shown above, to direct relief work.