

# This Week



By Arthur Brisbane

## KANSAS AND FRANCE — The Difference —

On either side of the Santa Fe express, in which this is written, the corn fields and farmhouses of Kansas fly past. It is a country unlike that through which the writer drove a few weeks ago in France on the way from Paris to see Clemenceau in his little cottage on the Atlantic at Lejard, not far from Bordeaux.

The trip through France, made in an automobile, was as rapid as this trip by train. In France you drive your automobile as fast as you like, but TAKE CARE YOU HURT NOBODY.

French roads are wide and straight, the car used by this writer came from Nice to Paris, 900 kilometers, 540 miles, in one day and did easily the 400 miles from Paris to Lejard between breakfast and dinner.

French drivers go rapidly, but carefully; if they hit anybody the law hits them. A member of the Chamber of Deputies went to jail for a year, all the influence of his friends could not save him. He struck a child. B. Forman, of Rochester, N. Y., can tell you of a French chauffeur accused of intoxication, sent to jail for ten years. He killed a child. Mr. Forman saw the thing happen.

Here in Kansas you see great tractors providing power, machinery cutting and binding corn, great engines binding, threshing wheat, and tying the grain in sacks, all in one operation.

In France occasionally you would see a peasant and his wife cutting their grain with sickles in small fields of irregular shape. Fields were harvested with scythes. Here and there teams of horses drew mowing machines. Power driven agricultural machinery was not seen between Paris and Lejard.

Where mowers had passed you might see old grandmother and her little grandchild bending over picking up wheat.

the left hand.  
A hundred such gleaners were seen in a day's drive. They were less fortunate than Ruth, their gleanings meagre. There was no Boaz to command his young men, saying, "Let her glean even among the sheaves and reproach her not; and let fall also some of the handfuls on purpose for her and leave them that she may glean them, but rebuke her not."

With hand rakes the old grandmother and the little girl could have gathered all the gleanings in a short time, but that evidently was not allowed. Gleaning must be done by hand, the old body must stoop, and stoop all day long to pick up stray straws. When the grain had gone from the field an old shepherd would bring his little band of sheep. These would walk through the stubble eating the over-ripe grain that had fallen from the ears. Other bands of sheep led by an old man or woman with dogs to help, ate the grass along the highway edge. No sheep ever strayed onto the road before the automobiles. Dogs prevented that, and the sheep seemed trained. Beautiful animals, admirably kept, they waste nothing in France.

Here in rich America you ride miles through unending fields of corn or grain, pass great herds of heavy steers, deep in grass and tens of thousands of acres not used.

In France they use every foot of ground, waste nothing, not food or human labor, men and women work long hours, work hard with patience.

The peasants' houses are beautiful and old, their animals well cared for. Along the coast of Brittany and the Vendee, men and women and children work side by side. Men repair, at low tide, their fish nets colored light blue. The fishermen say "fish like color." On the flat lands you see little mounds of salt taken from the ocean by imprisoning waters in shallow pools for evaporation.

Once "La Gabelle," a heavy tax on salt, dressed the mistresses of French kings and made life easy for three lucky classes, royalty, clergy and nobility. It was death to the peasant to escape "La Gabelle" by taking his salt from the ocean.

Conditions are better now. The kings are sleeping in St. Denis, the few whose bones were not scattered during the Revolution. There are more schools than chateaux, more public libraries than gallows. The peasant is no longer forbidden to kill animals that ate his crops because lords and ladies wanted the pleasure of riding over those crops to kill the animals themselves.

But in every French family there is mourning. Each earnest hard-working French woman tells you how they are mourning for the "left."

## Our Practical Pattern

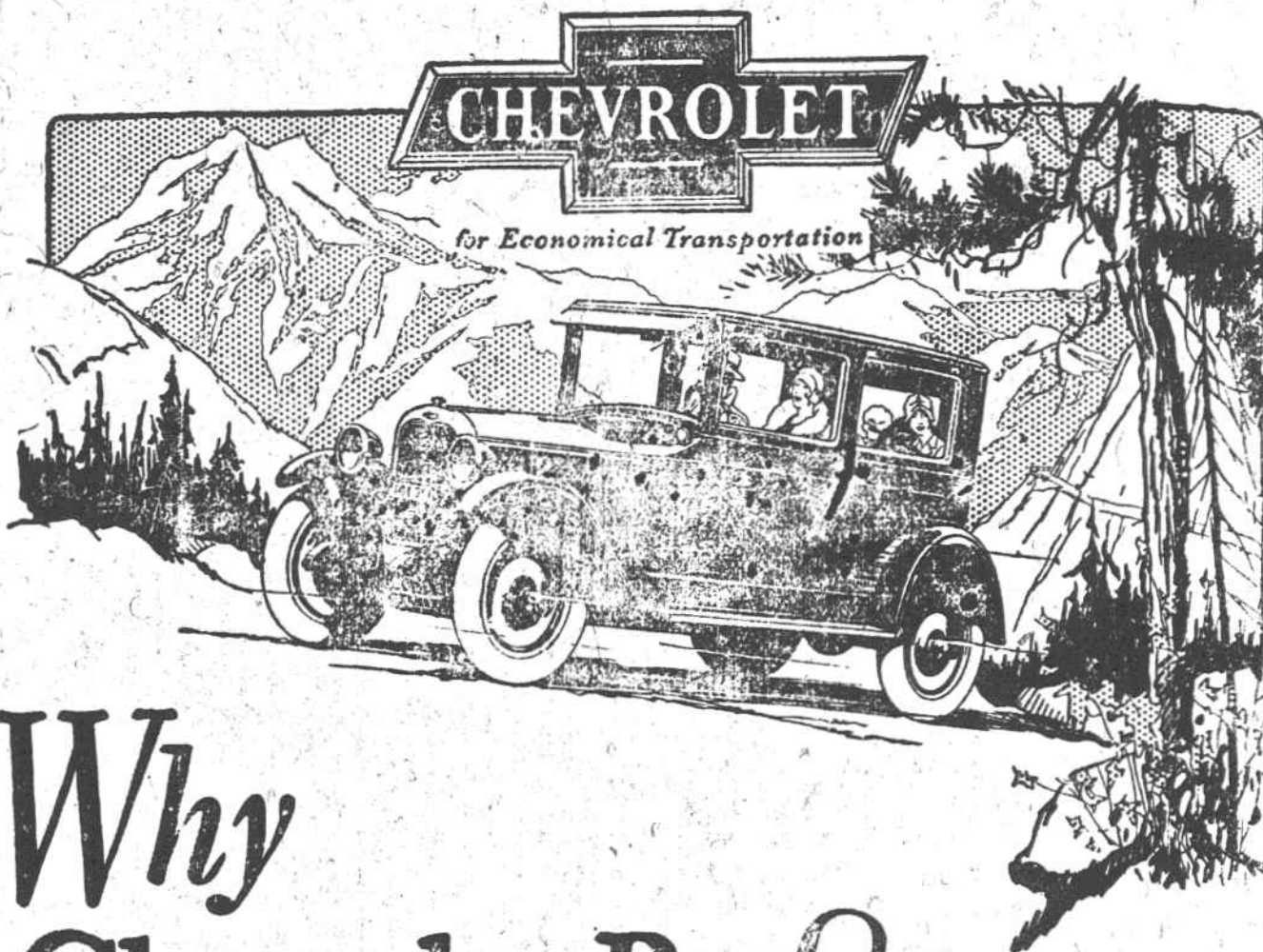
No. 1226



Fashions fads and fancies may come and go, but nothing can take the place of the smartly and semi-tailored dress in the well-dressed woman's wardrobe. This particularly effective model makes use of any of the new fall fabrics and colors. Black satin would be stunning made up with a white crepe vestee and cuffs, with a rhinestone buckle and buttons to set it off. The new shade of chestnut brown in faille silk or crepe would go well with cream colored georgette vestee and cuffs, while for really frosty weather, we suggest wool crepe jersey.

No dressmaking experience is needed to make Design No. 1226. May be obtained in sizes 36 to 48. Size 40 requires 3-1/3 yards of 40 inch material and 3/4 yards of material for vestee.

Patterns will be delivered to any address upon receipt of 25c. in cash or U. S. Postage. Always mention size wanted. Address, Pattern Dept. this newspaper.



# Why Chevrolet Performance is Thrilling Millions

Never before was a low-priced car so delightful to drive as today's Chevrolet!

Fast get-away... easy, smooth operation... high speed roadability... unfailing power... and flashy acceleration—

—exactly the type of performance that everyone wants in an automobile today!

In addition, there is all the finger-tip steering, all the positive braking and effortless gear shifting that have made Chevrolet so decidedly popular for congested traffic.

And never before was a low-priced car so comfortable—for Chevrolet springs are 88% as long as the wheelbase... and built of chrome vanadium steel!

Come in! Learn what a feeling of confidence it gives you to drive a car that is powered for the exceptional need... that is smooth and quiet at every speed... that responds to the slightest pressure on the steering wheel.

Then you'll know why millions have acclaimed today's Chevrolet as the finest performer in the low-price field!

The COACH  
\$595

- The Touring or Roadster . . . \$525
- The Coupe . . . \$625
- The 4-Door Sedan . . . \$695
- The Sport Cabriolet . . . \$715
- The Imperial Landau . . . \$745
- 1/2-Ton Truck (Chassis Only) . . . \$395
- 1-Ton Truck (Chassis Only) . . . \$495

All prices f. o. b. Flint, Michigan

Check Chevrolet Delivered Prices

They include the lowest handling and financing charges available.

CULLOWHEE MOTOR CO., Cullowhee  
JACKSON CHEVROLET CO. Sylva

QUALITY AT LOW COST

## Money To Loan

Town and suburban property. Finance new building, either business or residential property, or re-finance on buildings already constructed. Attractive rates. Call and let us talk it over.

JOHN H. WILSON

## 4722 Fleets Back Your Choice— of a 3/4 Ton GRAHAM BROTHERS COMMERCIAL CAR

No Matter what your business—regardless of weather or road conditions—if you need 3/4-ton transportation, a Graham Brothers Commercial Car will serve you faithfully and economically.

Somewhere—probably in your own neighborhood—transportation problems similar to yours have been solved.

Everywhere leaders in every line of business have staked their reputation for fast, dependable service on Graham Brothers 3/4-ton Commercial Cars—4722 fleets in daily operation.

You Owe it to Yourself to know the facts before buying.

\$670  
CHASSIS SOLD SEPARATELY

Tune in on Dodge Brothers Dependable Hour of Music every Monday Night at 9

—COLUMBIA CHAIN

M. BUCHANAN, JR, GARAGE

Sold and Serviced by Dodge Brothers Dealers Everywhere  
**GRAHAM BROTHERS TRUCKS**  
Built by Truck Division of Dodge Brothers, Inc.

## 454,200 AUTOMOBILES

OWNED IN STATE

Raleigh, Oct. 10—Seventeen years ago—back in the days when a spin-information is given out in connection now is, of an airplane—when a good healthy horse was as useful an accessory to the balking one lung contrivances used as automobiles as a spare tire is today, there were less than 2,000 of the machines in the broad confines of North Carolina figures in the office of R. A. Doughton, state commissioner of revenue, reveal. The information is given in connection with the report that between June 30 and Oct. 1, 404,911 automobiles were registered for licenses.

Prior to Dec. 1, 1909, the figures show there were 2,108 machines registered. The next year there was an even smaller number, 1,686 but from Dec. 1911 to November 1912 there was an increase and the day of the automobile had dawned. The following years show a healthy growth each year, the state passing the 125,000 mark in 1920 and soaring to 434,200 on June 30, 1927.

Registrations to date show an increase over the similar period of last year 344,431 automobiles having been registered from June 30 to Oct. 1 of 1926. Commissioner Doughton predicts a sizeable jump by January 1, when new licenses will go into effect, in the number of registrations.

License plates for this year to the present date were distributed as follows: Mail orders 110,868; Raleigh bureau 30,232; branch offices 263,811. Total 404,911. Figures for last year: Mail orders 123,543; Raleigh bureau 33,614; branch offices 187,274; total 344,431.

The North Carolina State Agricultural Association is on the way. It is still in swaddling clothes but appears to be a healthy infant.

## WHITE LEGHORN PULLETS

Summer-hatched pullets, each . . . 65c.  
Select, ready to lay pullets each \$1.25  
Laying pullets, each . . . \$1.50  
One unrelated cockerel free with each 20 pullets.  
Cockerels, no culls . . . \$1.25 up  
Act at once. Come this week. We won three highest premiums offered on females at Asheville show.

B. H. and H. P, Cathey  
SYLVA, N. C.

It now develops that most every tooth in the prohibition law is "gold filled."

The fellow who said the automobile was ruining the younger generation, really meant—the younger generation is ruining the automobile. Yeh, all of them.

"I have never had a chance," said the man with the hang-dog expression. "No matter what I do my unlucky number pops up and gets me into trouble." "How come? What is your unlucky number?" "Thirteen. Twelve jurors and one judge."

"Goodness, have you been in an accident?" "Do you remember that play mine that was produced the other night?" "Yes." "Well, they called for the author at the end, and unfortunately I did not realize how much they wanted him."

# Camel

The cigarette that earned first place by its goodness

The greatest endorsement ever given to a cigarette is revealed by the fact that Government figures show that more Camels are being smoked today than ever before. An endorsement by the many—not the few.



If all cigarettes were as good as Camel you wouldn't hear anything about special treatments to make cigarettes good for the throat. Nothing takes the place of choice tobaccos.