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"Since a young man I had a liking for liquor and was considered a pretty good judge of it at one time, but constant drinking gave me stomach trouble which became chronic. My stomach would have been a valuable addition to a gas factory. Doctors did not seem to relieve me. One day my druggist got me to try May's Wonderful Remedy, and I am now as good as new." It is a simple, harmless preparation that removes the catarrhal mucus from the intestinal tract and allays the inflammation which causes practically all stomach, liver and intestinal ailments, including appendicitis. One dose will convince or money refunded. Sold in Oxford by J. N. Pittman and druggists everywhere.

—Mrs. H. B. Varner, on the stand in her case at Greensboro, declares Baxter McHenry, the negro involved, was a close friend of her husband but not of her, and denies positively the charges made against her by the Lexington man.

—New York city and state health authorities increase their efforts to prevent a spread of typhus.

IN INFAMOUS SYSTEM

Making a Profit Off the Alexander County Paupers.
(Statesville Landmark)

The public welfare work was violently attacked in the Legislature and many counties secured exemption from the law on the plea of representatives that their people did not want or need the service and "local self-government" (accent on the word) was invoked. When we consider some of the things in some of the counties of the State one can appreciate the glory of local self-government in full bloom and the lack of necessity of welfare work. In our neighboring county of Alexander, for instance, with its churches and schools and its splendid citizenship, generally speaking they still let the keep of the poor by contract. The last report says the county home was let to a bidder who is to receive \$7 per meal for the keep of the inmates. The report didn't say whether it is \$7 per year or per month but it is assumed that it is \$84 per annum that the keeper will get for each inmate. It is necessary to point out that \$84 per year will hardly furnish bare existence, even if the keeper is a humane man and does the best he can. But usually men who take contracts like that are not philanthropists. They expect to make a profit off the contract. Usually people are sent to a county home because they are unable to take care of themselves. Letting out their keep by contract is turning over their welfare to a man who, no matter how kind and considerate he may be, will want at least to come out on his contract. If he is looking for profit, then God help his charges.

The very best that is done for the helpless poor in any of our counties is little enough. To let their keep for a sum that will hardly provide a bare existence, with the chance always under that system for cruelty and oppression, is not only a burning shame to the county that permits it but it is a disgrace to the State; and the Legislature should for once rise above the plea of "local self-government" and respond to the higher call of humanity and pass a law for the whole State that will put an end forever to the infamous system of contracting the keep of the poor.

The Penalty.
(Rochester Herald)
In sentencing a girl to prison on conviction of perjury, a Western judge disfranchised her for one year after expiration of sentence. When they commit a crime in these new times women have something to lose in addition to reputation.

—It has been estimated that it would cost more than \$1,000,000 to improve New York harbor.

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TEACHING SCHOOL CHILDREN THE RULE OF SAFETY FIRST

(By Prof. C. J. Tilden, Consulting Engineer, Bureau of Public Roads, United States Department of Agriculture.)

The many requirements for safety will furnish a variety of topics for school children's essays and oral discussions. The dangers of railroad crossings at grade, the economic justification for abolishing them, the importance of an unobstructed view up and down the track as a vehicle approaches, and the disadvantages of sharp turns, etc., are suggestive subjects. Similarly there might also be mentioned the questions raised by street intersections and turns. In every town there are many crossings where the autoist's view is unnecessarily limited by fences, shrubbery, or buildings or where sharp curves with limited visibility invite serious accidents. Guideposts, markers, and other signs for the most efficient guidance of traffic through thickly settled communities also are part of the bigger and more inclusive topic of the economic importance of safety and guidance—the actual money value of human life and of accident prevention.

Need Enlightened Opinion.
Another question, in solving which the engineer and economist will need the help of enlightened public opinion (and this enlightenment should start in the public schools,) is that of the relation of the public highways to railroads and canals. The advantage of long hauls by rail and short hauls by motor truck; feeding into main terminal points by radiating systems of highways; a division of the transportation burden by parallel systems of water, rail, and road transportation, are some of the subdivisions of this general heading.

This listing of topics is not intended to be complete or exact, but merely suggestive. Those which refer to construction could best be utilized when construction work is in progress in the vicinity of a school. Many of the other topics may be studied from maps, of which the students might be required to make tracings or free-hand sketches showing the particular features for which emphasis is desired, or regarding which the exercise is being written. State highway departments often feel the need of a better popular understanding of the problems of road construction, and their officials would doubtless cooperate in a hearty manner. Looking ahead, it is easy to see an actual shortage of men qualified to carry on the work of highway development, so rapid is the growth of the good road movement. Highway instruction in high schools offers opportunity to State highway departments to develop a body of future citizens equipped with a better understanding of the need for roads, and the problems likely to be met in building them, and, at the same time, to stimulate interest in the profession of highway engineering.

State departments and county engineers can help teachers (1) by assigning members of their staffs to deliver occasional lectures, simple in text and preferably illustrated with lantern slides; (2) by furnishing photographs of highways and construction work for classroom or reference use; (3) by assisting teachers in the explanation of work in progress which can be inspected by classes of students. Many States also issue bulletins or reports which are valuable for reference.

The Federal Bureau of Public Roads has a large amount of material which is available for assisting in school work of this kind. In addition to bulletins, circulars, and other printed matter which will be sent free to teachers and others who are interested, lantern slides and motion picture films may be loaned, without charge, to schools equipped to use them. Other material, of a graphical or pictorial nature, will be developed from time to time and will be available for use in connection with public-school instruction.

Many Interesting Studies.
But the best equipment for high-school work is a live, wide-awake community which believes in building good roads and keeping them in good condition. Under such conditions there never will be any lack of material for making interesting phases of the economic, social, and constructional problems of highway communication. A collection of maps, some good photographs, and a carefully-chosen list of books and magazines would constitute a useful educational outfit. The assumption must, of course, be made that these facilities are at the command of an interested, active-minded and inspiring teacher.

—Negroes are gradually returning to the Southern plantations from which they had been drawn to the cities by high wages.

The Oleander City.
(From The Houston Post.)
Galveston is endeavoring to live up to her sobriquet, "the Oleander City," by conducting an oleander planting week, during which hundreds of additional oleander plants will be set out along the streets. The various civic organizations are behind the movement, and there is no doubt of its success. Galveston island has little natural beauty, in the way of shrubbery or trees, but the enterprising citizens have transformed the residence districts into places of beauty not excelled in any other Texas city. Making Galveston island a beautiful flower garden is characteristic of the people of that city, who have done wonders with a location with few natural advantages for city building. Upstate visitors always find it delightful to visit the city which puts such a large premium on civic attractiveness.

—Chicago has a snow-loading machine which does the work of twelve trucks and sixty men.

—Andrew Carnegie left a pension fund of \$25,000 a year for ex-Presidents of the United States.

—A steamship line is now running from Halifax to South American ports.

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Since these returns are so complex in their nature it is quite difficult to prepare them according to the law except by advice of trained experts. My experience of six years as Chief of the Income Tax Division for the Eastern District of North Carolina enables me to give this advice and see that the taxpayer takes advantage of every allowance granted under the law.

See or write me about your returns before March 15, 1921.

All communications treated confidentially.

F. W. Hancock

Oxford, N. C.

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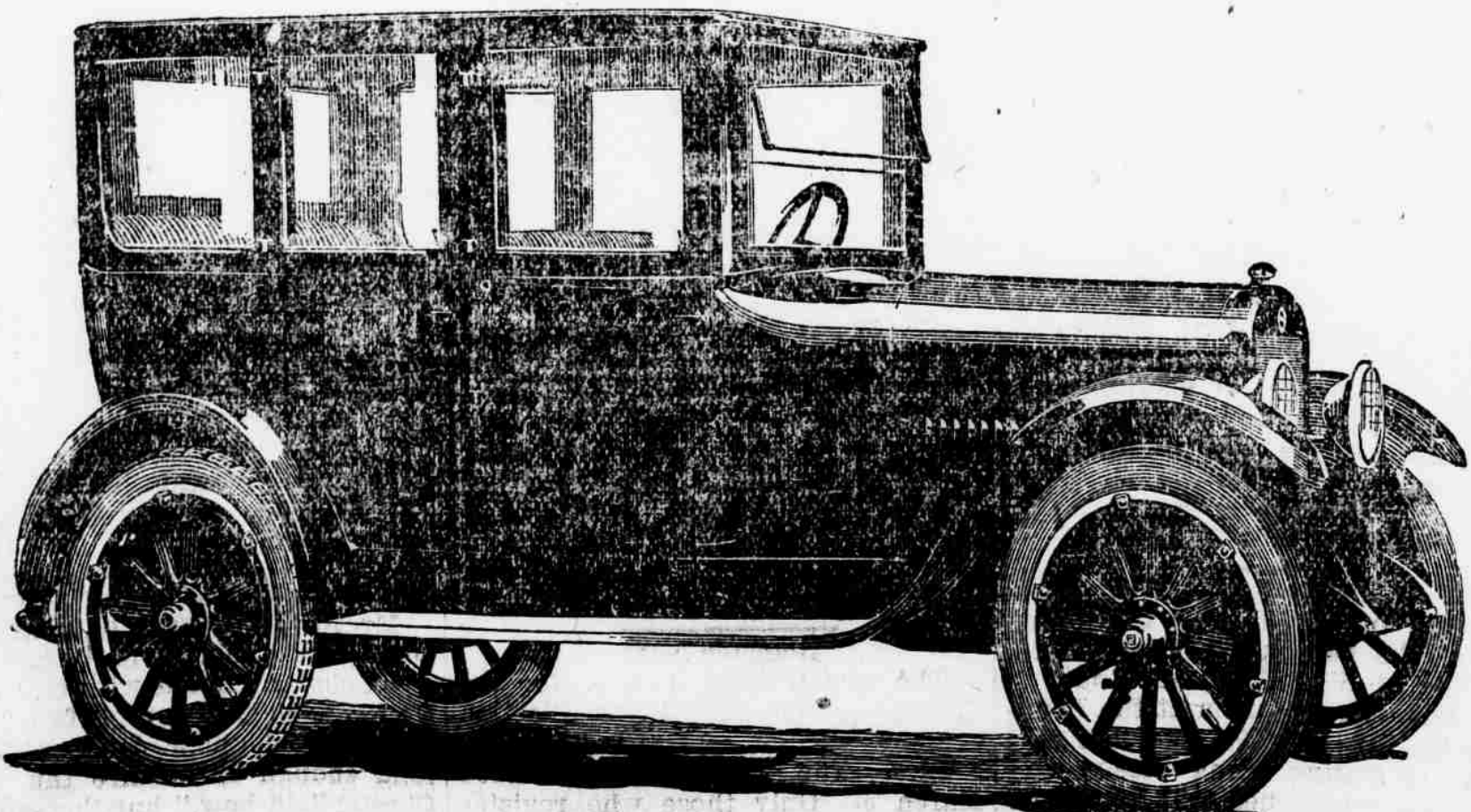
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