

THE MOUNTAIN SCOUT

Devoted to the Social, Moral and Financial Interests of the Citizen of Alexander County and Western Carolina.

VOL. XII NO. 571,

Taylorsville, N. C. Wednesday, Apr. 9, 1913,

\$1.00 PER ANNUM

THE MOUNTAIN SCOUT.

Published every Wednesday, at Taylorsville, North Carolina.

J. P. BABINGTON, Editor and Publisher.

Entered at the Post Office, in Taylorsville, N. C., as second class matter, February 6th, 1902, under Act of Congress of March 3, 1879.

THE ONLY WOMAN MASON

BIOGRAPHY OF MRS. CATHERINE BABINGTON.

Written by her youngest son, a Master Mason and member of Lee Lodge, No. 253, A. F. & A. M., Taylorsville, N. C. She was the only woman in the world that ever received all the secrets of Blue Lodge masonry. This book tells how she came into possession of the secrets and was obligated. Price, by mail, 25 cents. Address J. P. BABINGTON, Taylorsville, N. C.

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J. P. BABINGTON, Editor
Mountain Scout
Taylorsville, N. C.

This warm winter kept many flies alive and we will have to begin swatting earlier, and more persistently this spring than last. Swatters are of little value except where there are comparatively few flies. Swatters are just the things for those flies that wintered over. Swat now, for it will be a hopeless case in six weeks.

Of all the people who die in this country each year, 27 per cent are babies under five years of age. Of this number, 200,000 die from preventable diseases, and approximately 150,000 of these die during the first year of life.

Development of the Material Interests of the State. Increased Productions and Economics.

Definite advancement in the cause of road improvement was made when the United States' Office of Public Roads, after spending several years in gathering statistics here and abroad, announced that the average cost of marketing farm products over the roads of this country is 23 cents per ton per mile, as against 8 cents per ton per mile in those European countries where the roads have been improved. The further report that the average haul here and abroad is about the same, nine and four-tenths miles brings the matter home to every citizen of a State, and makes possible the computation of local wastefulness.

Thirty three and one-third bushels of potatoes or wheat make a ton. According to the official figures, therefore, the difference between the cost of marketing that amount of produce would amount to 15 cents per ton per mile, or \$1.41 for the average distance. This amounts to a trifle over 4 cents a bushel on wheat and potatoes, and relative amounts on other products.

Without improved roads this money is wasted; sunk in the mud. With good roads this money is saved and becomes distributed in the regular channels of commerce, adding material wealth to the community, and the State and the Nation.

In practically every instance where a good road has been constructed through a section of country an immediate improvement has taken place all along the line. Houses, barns and out-buildings have been fixed up and painted; rickety and unsightly fences have given place to attractive and well kept ones; rusty and dilapidated farming implements have been removed from sight of the highway; trees have been trimmed, lawns kept mowed, and the landscape generally brightened up to keep pace with the spirit of improvement. Schools have improved because more regular attendance became possible. Crops have increased because of more careful farming and because of the accessibility of proper fertilizers. Returns have improved because of the possibility of marketing products when prices were favorable instead of only when roads were passable.

All of these improvements contribute to general commercial progress. Whatever adds to the prosperity of the predominating class in any community adds to the prosperity of the community as whole, and to each of its varied interests; and whatever enhances the welfare of the communities, and increases their material wealth, enhances in similar ratio the welfare of the State and the Nation.

The logical conclusion is plain. When the local section, the larger community, and the State as a whole, all profit by the establishment of a public improvement, all should co-operate in the payment for that improvement. The larger and more complete comprehension of the subject includes the Federal Government as a party to the general plan of co-operation.

In good road construction, co-

operation necessarily takes the form of state aid. The State, the county and township each contributing its quota of the amount as may be provided by law. Within the last twenty-one years thirty-four of the forty-eight states of the Union have adopted this plan in different variations, and the favorable results, in every case, have been tangible and reducible to figures.

When one not accustomed to improved highways travels over the good roads of another State and notes the attractive farm houses and well kept farms, and the prosperous and up to date villages and cities, he is extremely likely to mistake the effect for the cause. More than one such has been heard to remark that "a prosperous community like this can build any kind of a road it wants;" etc. There was the mistake. It was the improved roads which made the prosperity possible. Before the roads were built, such communities were suffering from the same disadvantages of overwork and under profit that other sections which are without good roads are now experiencing. It was the improvement of the roads which came first and made the condition of prosperity possible.

The opening of improved roads, which State Aid makes possible, permits the establishment of new industries; the utilization of natural resources; and the consequent creation of new markets, both for merchandise and farm products. And good roads, in combination with the telephone, the rural mail carrier and the motor delivery system not only produces rural and therefore general prosperity but also eliminates that isolation which, from time immemorial, on account of poor roads, has been the chief objection to rural existence.

Cough Medicine for Children.

Too much care cannot be used in selecting a cough medicine for children. It should be pleasant to take, contain no harmful substance and be most effectual. Chamberlain's Cough Remedy meets these requirements and is a favorite with the mothers of young children everywhere. For sale by all Dealers.—Advertisement.

Hurried Eating and Constipation.

Hurried eating is a common contributing cause of constipation as well as other ills. When the food is not properly masticated more energy is required in the upper part of the alimentary canal to reduce it to the condition necessary for complete digestion, and in cases in which the vitality is depleted this may so seriously cripple the activity of the lower part of the alimentary canal as to contribute largely to the atonic condition, which is a large factor in such cases. When the food is not fully masticated it is held back in the small intestine as well as the stomach, and this also has a tendency to establish a sluggish action, which contributes to the condition favorable to constipation. While thorough mastication will not cure those cases which may be largely due to bad mental condition, lack of exercise, overwork, too concentrated food, or some physical defect of the intestine, it is an important factor, and more careful mastication will contribute to improvement in all cases.

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