

How To Keep From Getting Old

Always drive fast out of alleys. Always race with locomotives to the crossings, engineers like it, it breaks the monotony of their jobs.

Always pass the car ahead on curves or turns. Don't use your horn because it might unnerve the other fellow and cause him to turn out too far.

Demand half the road—the middle half—insist on your rights.

Drive fast on wet pavements. There is always something to stop you—often a heavy truck or a strong curb.

Never yield the road to the car behind. The driver may be a "Rumrunner" being pursued.

New drivers should practice in the heaviest traffic, it gives them the experience they should have.

Always speed; it shows people you're a man of pep even though an amateur driver.

Never stop, look or listen at RR crossings; it consumes time.

Drive confidently, just as though there weren't eighteen million other cars in service.

In wet weather always drive in trolley tracks, it's smooth going and out of the mud.

Always lock your brakes when skidding, it makes your job more artistic.

In sloppy weather drive close to pedestrians. Dry cleaners appreciate it.

Always use a "cut-out." All snappy negroes do.

Never sound your horn on the road, save it for use late at nights as a doorbell—very few homes have guns.

Always pass cars on hills. It

shows you have more power and you can drive into the ditch if you meet a car at the top.

Take the shortest route around blind left-hand curves, let the other fellow watch out for himself.

Never look around when you back up, there is never anything behind you.

A few shots of booze will make your car do real stunts, for permanent results do it often.

If they say "Do you want all the road?" just say, "No, just the top side."

When the cop says, "Anyone that drives like that shouldn't have a license," say to the officer "The joke's on you, I haven't a license."

J. V. MAXWELL, in Graham County News.

A REAL JOB FOR CONGRESS

The special session of Congress which will meet November 15 is supposed to deal with matters of great and immediate national importance.

In the light of that fact, it might consider its long deferred attention to our gravest national problem—taxation. The national debt is at a record high, and rumors of prospective new and higher taxes are preventing industrial expansion and reemployment. The public is getting weary of political "economy" promises from all sides that are broken as soon as made.

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