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RADIO BROADCASTING NEWS

(By the Associated Press.) (By Courtesy of Radio Digest) Program for August 4th. WGR Buffalo (319) 4:30-5:30 music; 5:30 news; 7-9 concert; 9:30 dance. WLW Cincinnati (428) 7 grand opera. WSAI Cincinnati (309) 9 music. WHK Cleveland (288) 4:30 music, baseball, news. WTAM Cleveland (380) 5 concert, baseball; 7 concert. WFAA Dallas News (476) 8:30-9:30 old fiddlers. WOC Davenport (484) 8 musical; 10 musical. WWJ Detroit News (517) 6 band; 8:30 News orchestra. WCX Detroit Free Press (517) 5 concert; 7:30 opera "Rigoletto." WHO Des Moines (524) 7:30-9 musical. WTAS Elgin (280) 7:15 organ; 7:20-11 entertainment. KFXX Hastings (341) 9:30 dance. WOS Jefferson City (440.9) 8 band, pianist. WDAF Kansas City Star (411) 8:30-4:30 trio; 5 Boy Scouts; 6-7 School of the Air. WHB Kansas City (411) 7-8 address music. KFI Los Angeles (400) 10 dance; 11 concert; 12 dance. WEA New York (402) 2-8 solos, music, Marine band. WBBR New York (273) 6 tenor; 6:15 news; 6:45 tenor. WJLN New York (366) 1-9 p. m. talk; music, orchestras, solos; 10-12 Bohemian show. WOR Newark (405) 6:30-9 p. m. talks, Monday nights. KGO Oakland (312) 10 educational. WOO Philadelphia (500) 5:30 orchestra; 6 talk; 7:10 orchestra; 8:30 dance. WEDAR Philadelphia (395) 5:30 talk; 6 orchestra; 7:30 concert; 8 dance. WPI Philadelphia (395) 4 talk; 4:30 orchestra. WIP Philadelphia (500) 4:05 dance; 5 talk. KGW Portland (402) 10 musical. WCAE Pittsburgh (402) 4:30 concert; 6 ukulele lesson; 7:30 orchestra; 9 entertainment. KPO San Francisco (423) 9-1 a. m. musical, orchestra, band. WGY Schenectady (380) 6:45 musical. KFOA Seattle (455) 10:30 dance. WHAZ Troy (380) 8 orchestra, soloists, reader. WCHD Zion (345) 7 musical.

WATER COMMERCE CATECHISM

Greensboro News. The Daily News will be glad to receive and will undertake to find answers to any questions touching on the matter of the report of the North Carolina transportation commission and its recommendations looking to the development of ports and waters transportation in the state in connection with the establishment of an east and west line of railway across the state. Herewith is presented reply to one of the questions previously appearing on this page: Question: Granted that the State acquires a railroad across the state from east to west and develops water transportation, what are we going to transport by water? The trucking products of the east are probably too perishable for water transportation. The bulk of the cotton and tobacco is produced inland and to a very large extent consumed in our own inland and seacoast. Is it certain that the portion that is shipped out east is shipped materially cheaper by shipping on rail road to the coast and then on the water to destination than by shipping direct by rail to northern and western markets? Answer, by C. G. Yates, chairman of the traffic bureau of the Chamber of Commerce of Greensboro. Let's divide this into four general headings, namely: First—Coastwise tonnage. Second—Tonnage between Atlantic and Pacific coasts. Third—Inland rail movement. Fourth—Exports and imports. Coastwise—The query first deals with the trucking products of the east as to being probably too perishable for water transportation. The writer is informed by one who has given this phase a good deal of study that boat deliveries could be made in Baltimore and Philadelphia from eastern Carolina more quickly than by rail. I find that Greensboro consumes and distributes approximately 60 cars of New England potatoes per season which movement is made entirely by boat from Boston to Norfolk. The amount purchased for planting in the state and the consumption in the state at large, which moves by boat, must be enormous. The amounts to a very large tonnage. Greensboro annually consumes and distributes approximately 150 carloads. The sugar refineries are located along our seaboard and sugar is attractive tonnage for boat lines and should be brought into North Carolina port both from the northeast and southeast by boats. Our manufactured products, consisting principally of cotton piece goods, tobacco and furniture. A recognized authority speaking of cotton mill industry recently stated that we are making virtually all the articles of cotton manufacture for which there is a market throughout the world. Nearly all of this that is exported leaves this country through New York and why should not this vast tonnage move through the closest port to the point manufactured, which would be a North Carolina port? Merchandise and miscellaneous commodities that are consumed and manufactured in North Carolina today are attractive to the coastwise steamers and this tonnage has much to do with the present prosperity of the port of Norfolk and the steamer lines serving it. Business Between Atlantic and Pacific Coasts—North Carolina receives a large amount of net sales and shipping doors from the northwest Pacific coast. Greensboro alone receives approximately 100 cars. Virtually all of this is hauled by us to other ports and is returned, the same being true of tobacco which moves to the Pacific coast and is transhipped there for export. A large quantity of canned goods, dried beans, dried fruit and other articles originating on the Pacific coast are moved via boats to Atlantic ports and from there re-shipped to North Carolina territory. Inland Rail Movement—The east and west lines as mentioned would participate in all business to and from the port for interior points, creating tonnage which now moves over unnatural routes. Export and Import—We have in North Carolina more furniture factories than any other southern state and a state port should attract cargoes of mahogany logs for use in this industry as well as other raw materials for consumption by our various industries. For export our state port should be attractive for the exporting of tobacco, cotton piece goods and furniture which is now either moving to the north or south of us. How North Carolina is looked upon by one of the coastwise steamer lines now handling much of our business through a foreign port was described recently in their publication, which, in part, is as follows: "Such in mineral and agricultural wealth and industrial enterprises North Carolina occupies a unique and most enviable position among her sister states. Extending from the gently sloping shores of the Atlantic to the lofty ranges of the Blue Ridge and Great Smoky mountains, the state of North Carolina presents, possibly, more marked contrasts in topography, soil and climatic conditions than any other in the Union. Traveling from east to west, one would successively pass through a low-lying sandy belt extending some 80 to 100 miles inland from the coast, a gently rolling and extremely fertile middle-country, and finally into the rugged mountainous region of the western portion—the 'Land of the Sky' and 'Sapphire' country, famed the world over for its unsurpassed scenery and containing the highest peaks east of the Rockies. As varied as the surface of the land is the character of soil, its resources and the climate. Along the Atlantic seaboard the climate is mild, the air being tempered by the waters of innumerable sounds and inlets indenting the shores. Here the soil is of a light sandy loam admirably adapted to the raising of truck, peanuts, rice, tobacco and cotton. Here too, is the great timber section of spruce and pine, producing immense quantities of lumber and naval stores. In these pine forests and the hardwood forests of the western section of the state are to be found the largest supplies of lumber in the eastern half of the United States. The central portion of North Carolina, extending from the sandy belt which skirts the coast westward to the mountains, possesses a most equable climate and fertile soil readily responding to cultivation and yielding the great crops of tobacco, cotton, sweet potatoes and cereals of various kinds which go to make up the agricultural wealth of the state. The mineral deposits are located both in this section and among the mountain ranges of the west. Here, too, are located the large industrial centers, the great textile mills, tobacco manufacturing plants, furniture, factories, etc., which have placed the state of North Carolina among the leaders as manufacturing state. That her claims to industrial importance are not without substantial foundation in fact, one need only be reminded of the following: "North Carolina leads the world in the manufacture of tobacco and cigarettes. It has more cotton mills than any other state in the Union, consuming annually over 1,100,000 bales of raw cotton. It has the largest aluminum plant in the world, the largest pulp mill in the United States and leads the South in the number of furniture factories as well as in the value of their output. In the value of its agriculture North Carolina ranks fifth among the states. It stands second in the production of tobacco, third in production of peanuts and sweet potatoes, and as evidence of the fertility of its soil, the records show that North Carolina has grown more corn to the acre than any other state in the Union. As successful transportation either rail or water depends upon a prosperous community, how can there be any doubt but what North Carolina can support and build up a real port if other states not having its advantages have done so? It is said that women now comprise the majority of all workers in the vast textile industry of England.

SPLENDID FARMS FOR SALE

55 acres on public road four miles north of Court House, 6 room house, double barn, out buildings, timber, 25 acres dredged bottom. Acres near Georgeville, 7 room house, outbuildings, \$5,000, \$1,000 cash, balance on easy terms. 138 acres on public road, 3 miles north of Court House, splendid buildings, 50 acres dredged bottom land, a splendid dairy farm, \$1,000 cash, balance on easy terms. 175 acres, the Cotes place, in No. 7 township, on public road, good neighborhood, good buildings, timber, at a real bargain. 108 acres at Glass, the Rogers farm, very desirable, will sell as a whole or cut it to suit the purchaser. 103 acres on Concord-Midland Highway with good buildings, \$40.00 per acre. 30 acres two miles east of Kannapolis, \$40.00 per acre. 98 acres two miles east of Kannapolis with buildings and timber. 200 acres on Highway two miles from Midland with splendid buildings, of the best farms in the county. 520 Acres on public road near Georgeville at real bargain. Will cut to suit the purchaser. Terms easy. 103 acres 3 miles east of Kannapolis, \$3,000; a real bargain, half cash, balance on easy terms, fine meadow, some timber.

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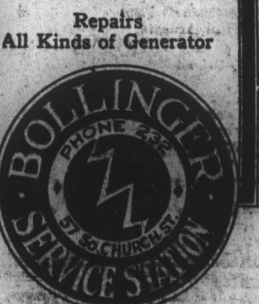
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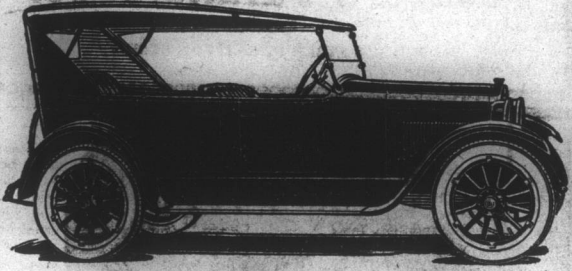
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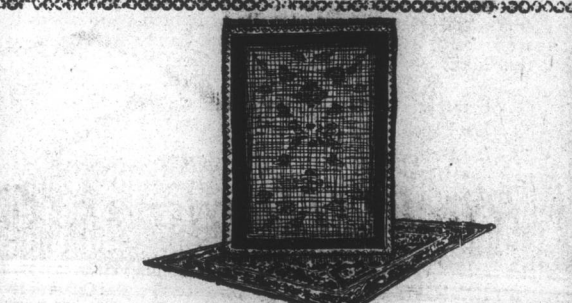
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