

Why a Master?

You should have your cleaning work done only by a "Master" Cleaner simply because he must be proved and attested BEFORE he is allowed to display the "Master" emblem as member of the National Association of Dyers & Cleaners of the United States and Canada.



First and foremost, he must OWN his own plant. If he is a "Master" he never "farms out" his work to some wholesale cleaner—he must WATCH his work first hand, start to finish.

Bob's Dry Cleaning Co. Phone 787

5,000 CHINESE ARE DEAD IN AN EARTHQUAKE

Catholic Father's Letter Reaches Peking, Describing the Catastrophe. Peking, June 6.—Five thousand lives were lost in the earthquake and fire that destroyed the town of Taliu in north-west Yunnan March 10th, according to Father Salvat, of the Catholic mission there, whose story of the holocaust has just reached Peking.

Taliu is almost inaccessible except by river from the gulf of Tonkin and the letter in question had been en route since March 20th, when the earth shocks still were continuing. The town itself was almost entirely destroyed, only the wall and a few houses remaining intact, the letter disclosed. Hundreds of peo-

ple were trapped in the flames which followed the first shocks. Four or five neighboring towns also suffered severely.

"The worst shock lasted five or six seconds," the Catholic father wrote. "It was night. About 9:30 two shocks occurred, followed by another which cracked the houses in two."

The letter tells how the fathers rushed for the open while walls fell all about them. From a nearby garden they looked upon an area of destruction in which fire soon began breaking out.

"We left the garden," the letter went on. "The streets were choked with debris. I ventured out into the city and managed to reach the place where the fire was fiercest. General Yi was there with his soldiers but could do nothing. The

fire made rapid progress in the direction of the mission. At 1 o'clock in the morning the house next to ours was in flames and we employed ourselves protecting what was left of our mission."

Shocks continued all night and day disclosed that the town practically had been wiped out. In one market there were 300 dead among the ruins.

Two Killed, Three Affected By Gas. Batavia, N. Y., June 7.—Two men were killed and three others seriously affected by hydrogen sulphide gas in the mines of the United States Gypsum company at Oakfield, six miles from here today. The men were working in the lower mine when they struck a gas pocket and were overcome.

OUT OUR WAY

BY WILLIAMS



MOMN POP

BY TAYLOR



Stewart's Washington Letter

BY CHARLES P. STEWART NEA Service Writer

WASHINGTON—With the Arctic in a fair way to be conquered soon, and crisscrossed in every direction by air routes, the National Geographic Society is beginning to show increasing interest in the tropics, especially tropical America, as a part of the world which can be turned to better practical account than the polar regions.

The latter may become convenient for aviators to short cut across, but never are likely to support many people as permanent inhabitants.

In South America, on the other hand, is an area about the size of the United States, unexplored and unsettled by civilized men, except along the coast and main water courses, certainly enormously productive and presumably unpopulated but for a few small Indian tribes.

Even these can be killed off to make room for civilization, again excepting the coast and the big rivers, which are known already, this virgin field stretches approximately from the Caribbean to the Tropic of Capricorn, from the Atlantic to the Andes, something like 3000 by 3000 miles. An empire!

Now's a good time to start on giving it the "once over," the National Geographic folk think.

BUT it won't be as easy as the regions of the poles. They're penetrated by bold dashes. This is a vast jungle of six million square miles.

A process of slow nibbling is the only way of vanquishing it. Any attempt to take it by storm means death—not half the time, as at the earth's hubs, but almost inevitably.

An airplane might fly over a corner of it, a dirigible, perhaps, clear across. The hand? Not a chance! The only way to explore it is to cut through, half a dozen miles a day.

PARA, a mod. city of 120,000, at the Amazon's mouth, stands in the shadow of the jungle wall—almost a solid one, of tree trunks and interlacing vines.

Three years ago I met there the members of a party just back from a 6-month railroad reconnaissance in the interior. These men's faces were bleached to a prison pallor. Never under a man-made roof the whole time, throughout that whole half year they had been cut off completely, by the jungle mist, from the sun.

PRODUCTIVE? Too much so! That is to say, this country's superabundance of vegetable life makes it almost impossible to clear and keep cleared. The jungle can be driven back only by slow degrees.

Once driven back, it can be held back only by constant vigilance. Otherwise it regains its own with astonishing rapidity. The best description I've seen of it was written in lyric form for an English language publication at Rio de Janeiro. The versifier began:

"This is the war to the very knife."

"Man kind against the trees, which, without sound of drum or life,

"In silent ranks of floral life, "Cling to the ground they grow."

NEVERTHELESS, bit by bit, this country can be and is sure to be tamed. It's worth it. Twelve months of summer but never as hot as Washington on a hot Washington day.

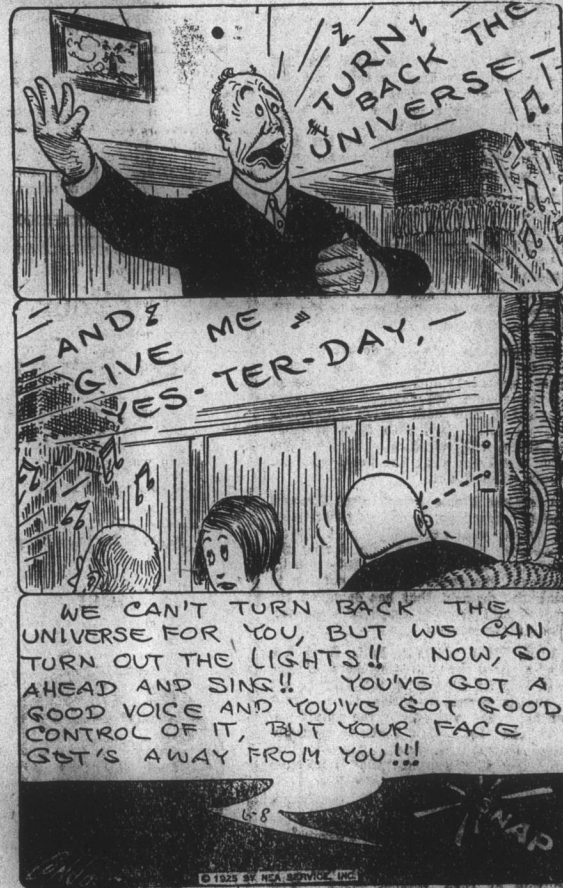
Ample rainfall. A bottomlessly rich soil.

Unhealthy? Deadly, in the interior, where nature has her undisputed way, but no worse at the coast cities, with modern medicine or the job, than in present-day Havana or Panama.

Any day, until the Geographic map has finished with this half a continent, more or less, they let out everything.

EVERETT TRUE

BY CONDO



17,500,000 CARS NOW IN USE IN AMERICA

Country Spends Eight Billion Annually For the Purchase and Maintenance of Autos.

Washington, June 7.—The economic improvement of motor transportation is emphasized in a report prepared by the American commission on highway transport for submission to the third biennial conference of the international chamber of commerce at Brussels this month.

As made public today by the chamber of commerce of the United States the report says Americans now spend \$8,000,000,000 annually in the purchase and maintenance of automobiles, with latest figures showing 17,500,000 passenger cars and trucks in use in the United States, or one to every seven inhabitants. The widespread use of the motor car has contributed much to the increase of billions of dollars in the wealth and resources of the country it finds, pointing out especially the "revolution" this development has wrought in the life of the farm.

The report says, however, that mistakes have been made in the development of motor transportation in the United States.

"The functions which it could best serve and its relation to other transportation factors," it explains, "were not fully understood at the outset and it has taken much time and money to rectify some of the errors. Inferior highways have been made to serve where the cost of maintenance was uneconomically high and traffic justified their replacement with higher types. Motor vehicles have been sold by over-enthusiastic manufacturers or dealers where their use was not economically justified or where a different type was warranted. There has been destructive and in some cases dis-

astrous competition between the motor vehicle and the older established forms of transportation.

"But as the development has proceeded it has become evident that motor transportation is a utility which can render valuable services not alone in the definite additions, which it makes in national wealth, but to the more far reaching effect which it has upon the social structure on the standards of living and nationalization. The motor car has performed a significant function in eliminating sectional differences and the manifold uses of modern highway transportation are welding the nation into a homogenous whole. The development of motor transportation which has taken place in the United States will inevitably come in other countries."

Worthless Dogs.

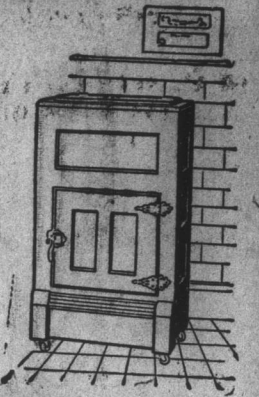
Moore Enquirer.

The Enquirer has had considerable to say about the many worthless dogs that roam Union county. These animals cause a real menace to human life in that as many as twenty-nine persons have already this year taken the Pasteur treatment against rabies. Numerous horses and cows have been bitten, and as many as a dozen heads of cattle have gone mad and been killed. It is possible many animals bitten, and owners unaware of it, may become a source of trouble in the months to come.

Dogs running at large are a source of annoyance and expense to poultry raisers. Only last week Lex Griffin, at Lee's Mill, lost fifty young chickens by a stray dog getting into one of his yards. Mr. Griffin had only bird shot in his shot gun, and the dog continued to kill chickens as it was being fired upon. Mr. Griffin since has supplied himself with buckshot and now awaits another raid on his chicken yard with more complacency.

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