

Nissen Wagon of "Prairie Schooner" Type Attracts Much Attention In The Streets of New York and Chicago Advertising "The Covered Wagon", A New Picture

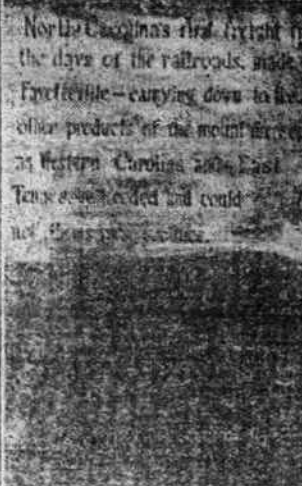
Famous Players-Lasky Film Corporation Sent to North Carolina to Get Vehicle of Type That Has Been Made in Community Since 1787.—Old Wagon For Days Mingled on Broadway With the Finest Automobiles of Various Kinds, and Now Citizens of Chicago Are Gazing Upon It.—History of Nissen Wagon One of the Romances of American History.

Since the formation of the original thirteen States, North Carolina has been a leader in all phases of American life and history. When the Famous Players-Lasky Film Corporation gave their first showing of the famous pioneer picture, "The Covered Wagon," which was shown in New York, Chicago and other large cities at \$1.50 per seat, they came to North Carolina to find one of the old original "prairie schooner" wagons which would give a realistic touch to their advertising campaign.

drawing behind them this old "Nissen" crooked bed wagon, which had no doubt served one or two generations of Wilkes county farmers before it was put into service in the big metropolis. Now, having finished its run in New York, it is unloading at the city of Chicago, where it is being used in the famous picture, "The Covered Wagon," which is being shown in the big theaters of the city. Following their policy of going right to the bottom of all subjects which they put on the screen, the Famous Players-Lasky people asked

ted behind his wagon. For this traffic it was the ideal vehicle. Placed Head In Industry When Whitson-Salem's early industrial needed markets other than the local one, these wagons served the transportation problem. They carried produce to the city of Chicago for the first factories, and they hauled away the first products, the bulk of which was "potted" out from town to town. The first tobacco grown in the famous Piedmont section of North Carolina and Virginia was hauled to market on "Nissen wagons" and they have carried the bulk of it ever since. It has been truly said that these old wagons laid the foundation for the world's largest tobacco industry for they hauled in the first machinery for the manufacture of tobacco, and they hauled out the first manufactured tobacco that Winston-Salem, the largest tobacco center in the whole world, produced. Many communities throughout the country first saw heard of "Nissen wagons" through these peddling expeditions.

trained and, in many instances practically reared in the organization. A Century Of Progress It is also remarkable that, although a hundred years and more have passed since the famous first built wagon, and improvement after improvement in labor-saving machinery and processes of manufacture have been worked out, better machinery for each part than those of the first wagon have not been found. A hundred years and more of continuous wagon-building has but proven the wisdom of their



North Carolina first built the days of the railroads, made possible—carrying down to the other products of the modern world.

representative of the corporation came South in search of this wagon and landed in North Wilkesboro, N. C., where he purchased from a "Nissen" man, S. V. Tomlinson, and a "Nissen" crooked bed wagon, together with a team of even "Nissen" wagons immediately transported to New York City where for days and days these old oxen plodded their slow, weary way up and down Broadway mingling with the world's finest and most modern cars

for a history of this old wagon; just how, when and why, it was originated, at the same time requesting a history of the company which was first to produce it. Appearing below is this short but complete history of the foundation and growth of the "Nissen wagon" industry which, by the way, is so far as is known, America's oldest industry and holds the world's record for continuous business by one family of people.

choice. The Nissens of today, as did the Nissens of Washington's time, use their axes, tough, second growth hickory. For their hubs, spokes, felloes and all other gear parts they prefer and use the sturdy, strong white oak. They still cut their timber in winter when the sap is down and dry it by the natural process outdoors under cover until it is "bone dry."

T. C. BRADSHAW BECOMES A PROFESSIONAL SHOT

Charlotte Man Engaged by Big Powder Concern to Demonstrate Marksmanship.

It is becoming a regular habit for other sections of the country to turn to Charlotte when men are needed who excel in any line of endeavor. The latest proof of this fact is furnished by representatives of one of the biggest powder concerns in the world coming to this city and engaging the services of T. C. Bradsher, because he is considered one of the best trapshooters of the United States.

Mr. Bradsher has resigned his position as manager of the insurance



T. C. Bradsher.

department of the Charlotte Bank and Trust Company, and will leave at once for Chicago, where he will enter the ring as a professional trap shooter.

Mr. Bradsher has won many victories in trapshooting, beating every thing in the Savannah tournament and in the mid-winter handicap, a Pinehurst, Mr. Bradsher won the trophy and all monies offered by the Pinehurst Gun club. He is a young man, the youngest of all the trapshooters of the country, and has participated in tournaments in all sections of the United States.

Mr. Bradsher was born in Roxboro, but has made Charlotte his home for many years, and has many friends here who are deeply interested in his success.—Observer.

"Feed and Weed and Breed," are the three guiding stars in dairying, said one speaker at the recent farm convention in Raleigh. Of the three, he declared that feeding is the most important.

America's First Train—The Wagon The further one goes into American history, the more interesting it gets—the more feats of accomplishment through the mere persistence of the indomitable American spirit are disclosed.

Take, for instance, the wagon, one of the oldest vehicles of transportation in the thousands of products of our many factories, still the history of the foundation and growth of the wagon industry reads almost like fiction.

What is believed to be the parent vehicle industry of the nation now stands in the southeastern suburbs of Winston-Salem, N. C., the Nissen Wagon Works, a mammoth, thriving wagon plant which for the past 125 years has never closed its doors. Through wars, panics, floods and fires it has been continuously operated by the same Nissen family, one generation after another, with never a dollar of outside capital, it stands today as a monument to the Nissens, one of the pioneer families who left a European monarchy to seek more freedom in a new country.

Just Wagons Built in the year 1787, just 136 years ago, the first "Nissen wagon" was built and like marked the beginning of an industry whose record for continuous business has never been, and perhaps never will be equaled.

The first "Nissen wagon" was built for the use of its builder. The next, and perhaps all that could be built for the next several years were taken by his neighbors as the country was gradually but slowly settled.

In Pioneer Days Before the days of railroads the Nissens built the wagons which carried families over roadless mountains, through tangled forests, and along the unknown Indian trails, seeking new homes farther west in the days of '43 the Nissens were building wagons to carry our adventurous forefathers on their famous rush to the goldfields of California.

The Nissens built the wagons which hauled the lumber to build the old Plank Road from Salem to Fayetteville. They built the wagons which made their regular scheduled trips over this road, taking down to the boat landing at Fayetteville dried fruits, wheat and other products of the mountain section of Western Carolina in Eastern Tennessee, bringing back to these families such supplies as they needed, and could not themselves produce.

When the Civil War came on, the Confederate government contracted for all the wagons that the factory could produce and this again helped to spread their fame. With the grim gray veterans of Lee and Jackson these old wagons started in at Bull Run and stayed straight through to Appomattox. During the stirring days of 1861-65 they carried food and clothing to the men on the firing line. They carried wounded soldiers through swamps and across mountains in hasty retreat before the overwhelming lines of blue.

When we were drawn into the world conflict the Nissen factories were again drafted into service and for months were busy building wagons which helped our dough boys stop the enemy, so it is seen that neither the deadly swing of the Yankee arrows, the sting of the man shrapnel, the scream of German shells, nor the thundering of the "big Berthas" of the Germans have been strangers to the "Nissen wagons."

Three Generations At Work In the "Nissen" factories you will find, in more instances than one, three generations of wagon-builders working side by side. Son is being trained to take up where father leaves off, and grandson steps up into his father's place. Twenty-five percent of the men in the factories today have from twenty to fifty years of "Nissen" service to their credit and more than fifty per cent of the men have been in the organization from ten to twenty years.

A Self-Contained Organization When the early morning fire of August 19th, 1919, completely wiped out the main factory building it left no tools nor machinery of any kind. Not even a hand hammer escaped, but before midnight of the same day sufficient tools to begin work in temporary quarters and within a surprisingly short time machinery had been assembled. While the output was, of course, on a restricted basis, production of these famous wagons nevertheless went steadily on. Machinery years ago put out of service and stored in out-buildings was re-erected and put in work until new machinery could be procured. By this means the spirit of the record of 136 years of continuous wagon-building was maintained.

So complete was the "Nissen" organization that no outside help was called in to reconstruct the burned buildings. The timber for the new building was cut from their own large timber reserves, by their own saw mills, the brick were laid, timbers placed, floors built, and concrete mixed and poured, by men

SHIP AND PORT COMMISSIONERS ARE IN RALEIGH FOR SESSION

Raleigh, N. C., Aug. 13.—Members of the commission inquiring into the ships and terminal proposal of Governor Morrison are here tonight to begin taking testimony tomorrow.

Two whole-day sessions are ahead and at this meeting perhaps the most important evidence yet submitted will be taken. The commission has the remaining months of the year to finish its work but the report on the findings will hardly be made within that time.

A favorable view of the administration's desires is expected.

Charleston, S. C., may have had a graceful city administration, but her pathway will now be stony indeed.

George, prince, has struck probably tired of making their

GAS WILL DECIDE FUTURE WARS

Whole Armies Put to Sleep and Imprisoned in Gas Warfare Is Not Impossible.

New York, Aug. 13.—Whole armies put to sleep and taken prisoner in gas warfare is by no means an impossibility 25 years hence, Col. F. Bacon, chief of the technical division of the chemical warfare service, A. E. F., says in a description of the possibilities of the future art of war made public by the American Chemical Society.

The \$2,000,000 spent on the research organization did more toward winning the war, Col. Bacon asserts, than any other \$200,000,000 spent in other ways. One of the greatest lessons of the war has so far gone almost unheeded, according to Col. Bacon, who continues:

"To say the use of gas in warfare must be abolished is almost the same as saying that no progress must be made in the art of warfare toward making it more efficient or more humane. If one reads of the great battles of history one will find that the victorious general conquered his enemy usually because of the fact that he so chose his position as to have his flank protected by river, mountain range or some naturally strong barrier.

"Much of the strategy of these battles consisted in manoeuvring so as to obtain the advantage of position. With the use of gas it is possible to saturate a piece of ground so that no troops can cross it, and thus make an artificial barrier from the flank or protect the lines of communication. Moreover, these artificial barriers can be kept barriers for just as short a time as the strategy of the particular battle demands. These are but hints, but show the tremendous unexploited possibilities of gas in warfare.

"One can easily imagine the situation at the time the fighting was hand to hand with the spear or the sword, and gunpowder was first introduced, which in those days perhaps permitted the antagonists to fight at a range of 100 to 200 yards. There must have been a great outcry as to prohibiting the horrible new mode of warfare, and it must have been felt that it was very unfair to stand off 200 yards rather than to meet in combat man to man.

"But no one looking back on that period would attempt to say that it was possible to have stayed the hand of progress and to have prevented by any legislation or agreement the use of gunpowder in warfare. Moreover, the consensus of opinion today would be that the hand to hand fighting with spear and sword was more cruel and inhuman than the fight-

ing with the gun and the bullet. Similarly, at the present time we cannot affectually stay the progress of science, and to attempt to do so is not only unwise but is also preventing the possibilities of a really more humane type of war."

EDITOR HARDING'S CODE OF ETHICS

The following Code of Ethics was written by President Harding, as editor of The Marion Star, and was strictly enforced by him on the members of his staff:

- "Remember, there are two sides to every question. Get them both.
- "Be truthful. Get the facts. Mistakes are inevitable, but strive for accuracy. I would rather have one story exactly right than a hundred half wrong.
- "Be decent, be fair, be generous.
- "Boost, don't knock.
- "There's good in everybody. Bring out the good and never needlessly hurt the feelings of anybody.
- "In reporting a political gathering, give the facts. Tell the story as it is, not as you would like to have it. Treat all parties alike. If there is any politics to be played we will play it in our editorial columns.
- "Treat all religious matters reverently.
- "If it can possibly be avoided, never bring ignominy to an innocent man woman or child in telling of the misdeeds or misfortunes of a relative. Don't wait to be asked, but do it without the asking, and above all be clean and never let a dirty word or suggestive story get into type.
- "I want this paper so conducted that it can go into any home without destroying the innocence of any child."

The Banker and The Farmer

By co-operating with a bank the farmer places himself in position to receive the financial support that is so necessary at certain seasons in all agricultural pursuits. And it is the farmer's co-operation that places the bank in position to render such support. In a word, the banker and the farmer need each other.

We particularly solicit the accounts of farmers, because we are really a farmers bank, and the facilities of this bank are always at their disposal.

THE FRIENDLY BANK

The First National Bank

ORGANIZED 1918.