

### CLIPPINGS FROM AN OLD PAPER

Interesting Bits of History Gathered From Copies of Papers Published in Years Now Gone By.



The following items are clipped from The Franklin Press for March 20, 1896. At that time the paper was published by Mr. W. A. Curtis, who was publisher of the Press until his death in 1910.

Mr. W. J. Zachary, of Cashier's, was in town Tuesday.

Mr. Thos. S. Siler, of Waynesville, was in town last Saturday.

Mr. H. G. Trotter started his new steam saw-mill last Friday.

Mr. T. C. Cunningham, of Dillsboro, was in town Monday.

Messrs. W. R. Johnston and A. S. Bryson were at home a few days the past week.

Mr. F. H. Busbee, of Raleigh, was in town over Sunday, the guest of Hon. K. Elias.

Mr. L. J. Ashe has planted some maple shade trees in front of his handsome dwelling.

R. L. Porter is transforming the windows of his store room into an elegant green-house.

The weather turned suddenly cold last Saturday evening and snow fell during the night, giving us a hard freeze—the severest we have had.

Rev. W. H. Cooper, of Jackson County, has been on a visit to his two daughters who are attending Franklin High School, during the past week.

Mr. J. G. Siler is putting up a new grist mill near Dr. C. P. Gaston's residence, which will be quite convenient for many of our citizens when finished.

Dr. C. D. Smith left home last week to visit the French Broad Valley to examine some mineral property. What the Doctor don't know about minerals is not worth much study.

W. A. Winburn, of Asheville, A. J. Reeves, of Waynesville, and Felix Leatherwood, of Webster, have been paying their respects to Franklin within the past week.

Prof. J. Cavanaugh, of Indiana, a deaf mute, gave quite a creditable entertainment in the Court House last Friday night. The weather was very unfavorable so as to prevent a large attendance. The Prof. stands high as a pantomimist, and uses sign language very impressively.

#### Notice and Call of Democratic Precinct Meetings And County Convention

The Democratic Precinct Meetings in each precinct for Macon County are hereby called to meet at each voting precinct in each township on Saturday, April 5th, 1924, at 2 o'clock P. M., the object being to elect delegates to the County Convention.

The Democratic County Convention is hereby called to meet April 12th, at noon, at the Court House in Franklin, the object of said Convention being to elect delegates to the State Convention which convenes in Raleigh, N. C., on the 17th day of April, at noon.

The precinct meetings should not overlook this call and should send delegates to the County Convention on the 12th of April so that all the precincts may be represented at the County Convention.

A. W. HORN, Chairman Democratic Executive Committee, Macon County. A4-21

#### SMOTHERING SPELLS

Lady Says She Suffered from a Burning Sensation, Headache, Dizziness, Until She Took Black-Draught.

Signal, Miss.—“For a year or longer I had indigestion, and had it bad,” says Mrs. E. S. Holman, of this place. “Everything I ate hurt me. I would have burning in my stomach and smothering spells, and after meals feel right dizzy. My head would begin to ache, and I would want to lie down, but felt I couldn't for I would smother.

“Unless one has had such trouble, they don't know what it is. I was talking to a neighbor one day and told her how I had been affected. She told me it was indigestion and to try Black-Draught, which I did. I took a few large doses and then a pinch after meals, and for fully four months now I haven't had indigestion. I eat whatever I please and when I please, but keep up the Black-Draught—just an occasional dose.”

When you have a feeling of discomfort after meals, try the suggestion above. Thousands of people have found that Black-Draught promotes relief in indigestion by stimulating the liver and stomach to perform their normal functions.

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“How far is it?” is the first question the prospective buyer asks of the real estate man who wants to show him a suburban home or a farm. He doesn't want to know how far it is in miles, however. He wants to know in minutes or hours. “It is thirty minutes from the corner of Main and State Streets” tells the story. “It is seven miles out” does not. For “seven miles” may mean seventy minutes, if the road is poor, whereas “thirty minutes” is definite.

A man has only so much time to spend. He can not add to the number of minutes in a day, or the number of days in his life. Therefore, he wants to use as few of his minutes in non-productive, unnecessary, and unprofitable effort as possible.

It is for this reason he wants to know the distance from his new home and his office or business in terms of time. And it is for this reason he wants to locate on a good road, for only the good road can cut down his time, without increasing his cost! The railroad can serve only a limited number of suburban towns on any one line, and its trains can run only so often. He must waste time waiting for them, going to and from them at both ends, suit his convenience to the schedule. With the good road he makes his own schedule, often beats the train as to speed, and always beats it in convenience in leaving home, getting into his conveyance, and getting out at or close to his place of business.

The good road—plus the motor—is translated in terms of time, and not distance, because it is time we have to spend, and time in which we have to live; it is only the amount of time consumed which counts, and not the mere number of feet or miles traveled in that time.

“The Nation, indeed, has no business ‘helping’ States build roads; road building is for the State and the county.”

The sentence is quoted from a contemporary. We should, perhaps, be journalistically polite and say “esteemed contemporary,” only we cannot esteem any paper which states as an axiom a concept not proved or of common knowledge.

Why has the Nation “no business helping States?” Why is road building “for the State and county?” Who ordained that the National Government, which is all of us, should not help several groups of us, which are the States, to solve their problems? Who made the law that the Nation shouldn't build its own roads?

There is much question in many minds as to the advisability of Federal aid for road building; whether the policy of the Nation aiding the States to build roads will work, in the long run, to any better advantage than that of the States aiding the counties to build roads, is yet to be demonstrated. But we can see no reason for saying the Nation “has no business” to do so, if it is its best judgment that it should.

As for road building being properly a State or county function, the government has already made rail and water transportation a matter of national concern. The Nation, not the States, subsidized the first transcontinental railroads, to get them built. The Nation, not the States, improves our waterways. The Nation, not the States, built the Panama Canal. The great beauty spots of the continent are national, not state, parks. Railroads, waterways, Panama Canal, parks, are for the Nation, built by or with the assistance of the Nation. Transportation and some of its objectives are national concerns. Why eliminate roads from the list?

That this Nation will eventually build a national system of national highways is as inevitable as was the canal. It is merely a question of when, and how—with “where” more easily determined than either of the others. But the “when” is not so hard to answer: the United States of America will build, own, control and forever maintain its basic trunk line system of national highways, thus bringing good roads everywhere, when, and not until when, the people of the United States demand it.

And if there is any truth in signs that demand is now being made and more and more strongly every year.

See that the label on your paper is dated in advance, if you want the Press to continue coming to your home.

**Ford** Steel Body Truck \$490  
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The new Ford all-steel body and cab mounted on the famous Ford One-Ton Truck chassis provide a complete all-purpose haulage unit at the remarkably low price of \$490.

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