

AN ANSWER From TRUST

MISS JOHNSON REPLIES TO LAST
WEEK'S ARTICLE SIGNED
"A READER"

Dear Editor—
Will you please give me space in your paper for my article? I would like to say in reply to the article in last week's issue, concerning the B. Y. P. U. at Trust and signed, "A Reader," that it lacks a lot of being true; and I feel it my duty to say what I am going to say. I feel that the good people of this community are ashamed of such a false report.

Personally, I want to say that I know there are many good people in this community, and people who stand for the right and advance God's cause and kingdom. At the same time, there seems to be someone, as the adage is, who was born in the objective case and kickative mood. They believe in kicking and gossiping, and they have certainly lived up to their belief since the B. Y. P. U. was organized. I say, God pity them.

First, the author of this article, "A Reader," stated that our church days were Wednesday and Thursday. That is a mistake. Our church days are Saturday and Sunday.

Second, "the Reader" stated that our B. Y. P. U. as in good progress, and following this she said, "We had had two church socials in the past week and that she thought the B. Y. P. U. had just about erected a dance hall—I say 'she' because I take 'the Reader' to be a woman from the fact that she said, 'We as the women had two socials—I don't understand how the B. Y. P. U. can be in good progress and be erecting a dance hall at the same time."

I wish to say that neither of the socials "the Reader" spoke of was a B. Y. P. U. social. Neither did they happen in the same week. Only one B. Y. P. U. social has been announced and it was called off because of the bad weather and illness; consequently, we have had no B. Y. P. U. social at all. I don't understand why "the Reader" called them such. She, or rather he, I think the author is, did not say where the socials were, or where the dance hall was being erected. From what he said one would think a dance hall was being erected in the church. If I thought this community would stand for such, I would shake the dust off my feet and leave.

The two socials were given in the home of Mr. and Mrs. M. C. Roberts. I was present at both. I can certainly say they were not dances and can not be called such. One of them was given on Saturday night of our preaching day and the pastor of the church was there. I took part in both the socials, and I certainly don't feel condemned for anything I did. Neither do I feel that I have been to a dance.

I can and will heartily agree with "the Reader" that a young Christian should not be fed on a dance. I will also agree with him that the Bible says, "What is not of righteousness is of sin," and that we cannot serve God and the Devil; but at the same time I would like to tell "the Reader" that the Bible also says, "Thou shalt not bear false witness against thy neighbor." Folks should be very careful that what they make public is true.

Paul exhorts against church members back-biting, and the Bible says to be your brother's keeper. Dear Reader, if you thought any of the B. Y. P. U. members were doing wrong, I think you should have gone to them and told them privately. Doesn't the Bible say that if your brother does wrong, go to him and talk to him, and if he will not hear you, take others with you? It surely does not say to publish it in the papers. I think you should practice what you preach and get the beam out of your own eye so you may see clearly how to pull the mote out of your brother's eye.

Yes, I note that "the Reader" said he was not kicking the B. Y. P. U., but I don't know what he would call his article if it were not a B. Y. P. U. kicker. I think it is perfectly ridiculous, and I don't think any thoughtful person interested in a church work would have written such.

I hope that each member of the B. Y. P. U. will press on. Be not discouraged, but look to God from whom all our help comes, and not to the

kicker. Pray for him or her, whichever she may be. At the same time I want to ask "the Reader" if he thinks any of the members of the B. Y. P. U. have done wrong, to come to us and tell us about it and pray with us. I am frank to admit that I do wrong sometimes. Myself is the worst person I have to deal with. I know I fall short many times of what God expects of me, but I am thankful that He is a just God and willing and ready to forgive us of our sins and shortcomings.

I am truly glad the Reader can say he is not for the Devil, the whiskey, or the dance. I don't think anyone who belongs to the B. Y. P. U. or who was at the two socials, is for them either. Dear Reader, if you never do any more than what I saw done at the two socials and what the B. Y. P. U. is doing, I believe I shall meet you in Heaven. However, 1 Cor. 10-12 says "Let him that thinketh he standeth take heed lest he fall." Angels fell in Heaven, Adam, in paradise, Peter, in Christ's presence. We must watch and pray.

Now, dear Reader, in conclusion I wish to say again that if you have any more to say in regard to the B. Y. P. U.; if I or any of its members, in your estimation, have done wrong, come to us about it, but please don't knock the B. Y. P. U. We will certainly appreciate it. I desire to meet you face to face.

—ETHEL R. JOHNSON.

SCHEDULE CHANGES

There will be quite a number of schedule changes effective January 6th which will be of interest to the traveling public of Western North Carolina.

Our New York connection which now leaves New York at 1:10 P. M. will after that date leave New York at 2:05 P. M., Washington at 7:35 P. M. and arrive Asheville at 10:20 A. M. at present cutting down the present southbound running time 55 minutes.

Northbound, our New York connection will leave Asheville as at present, arriving Washington 7:00 A. M. and New York at 12:30 midday, instead of 1:30 P. M. as at present, cutting down the present northbound running time one hour.

This train handles our two sleeping cars between Asheville and New York and one sleeping car between Asheville and Washington.

In addition to changes noted above, the following changes are announced that are of interest to this immediate section:

Passengers destined to Charlotte and intermediate stations via Statesville who have formerly left Asheville at 4:30 P. M., arriving Charlotte at 10:10 P. M. can now leave at 2:30 P. M., arriving Charlotte at 8:35 P. M., via Statesville.

The "Skyland Special" now due to arrive at Asheville from Jacksonville and all Florida points, Savannah, Columbia, and Spartanburg at 12:50 midday, will, on and after January 6th, arrive Asheville at 12:30 midday 20 minutes earlier.

No. 2, the regular morning train for Spartanburg, Columbia and Atlanta, now due to leave Asheville at 6:00 A. M., will, on and after January 6th, leave Asheville at 6:30 A. M., arriving at Spartanburg at 9:25 A. M. as at present.

No. 1, now due to leave Spartanburg at 7:50 A. M. will, on and after January 6th, leave at 7:30 A. M., arriving Asheville at 10:25 A. M., 45 minutes earlier than at present. This train handles the New Orleans, Atlanta and Macon connections.

No. 17, the Murphy Branch morning train, now due to leave Asheville at 7:00 o'clock, eastern standard time will, on and after January 6th, leave Asheville at 7:30 A. M., eastern time, arriving Murphy 12:50 midday, eastern time.

No. 8, now due to leave Lake Toxaway at 7:50 A. M., will, on and after January 6th, leave that point at 8:30 A. M., arriving Hendersonville at 10:30 A. M. and No. 5 will leave Hendersonville at 11:55, arriving Lake Toxaway at 2:50 P. M.

All of these schedule changes have been made with a view of improving service into and out of Asheville and it is hoped advantage will be taken of such improvements.

If there is any pig in a man's nature it is sure to crop out when he travels.

ROAD COMMISSION IN FAVOR MASHBURN ROUTE

ROBERTS ROUTE FORCES TAKE
AN APPEAL

The second hearing as to the entrance into Marshall of Road 20 from Walnut was held Tuesday at the courthouse in Marshall. The state commission had chosen the Mashburn route and the new route had been protested by those wishing the road to go another way. Three of the State Highway Commission, including Chairman Page, were present and heard the claims of the Roberts route and the Sweetwater route presented. The Roberts route was ably represented by Messrs. Guy V. Roberts and J. A. Hendricks. The Mashburn route was advocated by Messrs. J. Coleman Ramsey and Charles Mashburn. The Sweetwater route was sponsored by Messrs. J. Will Roberts, Mayor Grover Redmon and others. According to estimates of State engineers, the cost of the Sweetwater route was prohibitive. About \$35,000 difference in the cost of the Mashburn route and the Roberts route made the State choose the Mashburn route. The advocates of the Roberts route appealed to the full State Highway Commission. This body will meet the very last of January, and whether their decision at that time will be final remains to be seen.

The hearing Tuesday was attended by quite a large crowd of men from various sections of the County, despite the extremely cold weather and intense interest was shown in the matter.

DR. I. N. CARR OF MARS HILL COL- LEGE, HONORED

Steps have been taken to make a closer connection between Mars Hill Junior College, Mars Hill, N. C., and the National Education Association in the appointment of Dr. I. N. Carr, Dean, as Committee Chairman on N.E.A. relations. J. W. Crabtree, Secretary of the National Association who provides this information for us considers that the institution is fortunate in having as its Committee Chairman one who is not only a constructive thinker and leader, but one of exceptionally high standing in the profession. The Chairman will be informed as to the policies and activities of the Association who will, in turn call the attention of the faculty to important matters.

Every college and university has been requested to appoint a representative and more than half of them have already complied with the request. Secretary Crabtree expects great results from this plan. He declares that the college is now the weakest link in the organized profession. While college professors have been devoted and loyal to their technical groups, they have not as a rule been greatly interested in problems relating to the larger fraternal welfare. He gives this as one of the reasons why colleges have been so slow in readjusting salaries to meet increased costs and new conditions.

College instructors receive the lowest pay in profession in proportion to the type of service to be rendered. The Association urges better salaries for instructors and professors and better instruction in the Freshman and Sophomore years. The Secretary predicts that within a few years, college faculties will be among the leaders at work on the problems of the profession, and that the college will be a more vital force in shaping the policies of the Association. He thinks the local institution will lead the way.

STATE IS LEADER IN MANY LINES

DEPARTMENT OF CONSERVA-
TION SHOWS LINES NORTH
CAROLINA HEADS

This is what the state department of conservation and development offers as North Carolina's "First" as the state goes into 1928 in greater progress than ever.

North Carolina has the largest

hosiery mills, towel mill, overalls factory in the world.

North Carolina has the largest denim mill, damask mills, underwear factory and pulp paper mill in the nation.

North Carolina has more cotton mills than any state in the nation; is first in the number of spindle hours. North Carolina leads America in cotton consumption.

The University of North Carolina, founded in 1789, is the oldest state university in America. North Carolina led the nation in expenditure for new schools, with New York second.

Duke University, at Durham, has the largest endowment of any American college.

North Carolina leads the world in tobacco and peanut production. Its tobacco crop last year was valued at \$108,802,000; its peanut crop, \$7,985,000.

North Carolina produced more pounds of tobacco in 1927 than the next three states, in rank of production, combined.

North Carolina ranks first in the United States in number of native minerals, totaling 260, and in the value and quantity of scrap mica, 43 per cent of the nation, and feldspar, 44 per cent of the nation, produced and in pyrophyllite and residual kaolin clay.

North Carolina leads in variety of climate and foliage, its trees ranging from the tropical palmetto to the firs of the far North.

North Carolina leads the nation in the number of debt-free homes, with more than four-fifths of its home owners having no debt thereon.

North Carolina has the highest birth rate of any state, with but three births of one per cent foreign born within its borders.

FOUND DEAD ON HOT STOVE

HOT SPRINGS MAN MAY HAVE
BURNED TO DEATH

Will Shehan, age about 42, of Hot Springs, was found dead on a stove at his home in Hot Springs Sunday, Jan. 1. Mr. Shehan was subject to epileptic fits. His wife had left the house a short time, leaving him alone. When she returned he was dead on the stove, his body badly burned. It is not known whether he died and fell on the stove dying or whether in one of his fits, he fell on the stove and burned to death. He and his wife lived alone, having no children. He had been a resident of Hot Springs for a long time.

MARSHALL HOSPI- TAL IS VERY SUCCESSFUL

TO BE ENLARGED; NOW FILLED
TO CAPACITY

Plans have been made for enlarging the Marshall Hospital, six new beds having been ordered and to be installed at an early date. This hospital has grown rapidly and has often been filled to capacity since its formal opening to the public over a month ago. The hospital is under the management of Dr. Frank Roberts, pioneer physician of Madison, president of the Bank of French Broad, president of the Medical Society of Madison County, and also Dr. Harry B. Dittmore, young physician of Marshall, and is proving to be of great help to the citizens of this County. With the installation of modern x-ray equipment, a modern equipped operating room, and other necessary conveniences, the people of this county are realizing the great amount of truth in the statement of Dr. J. T. Burrus, president of the North Carolina State Medical Society, while here October 19. Dr. Burrus strongly endorsed the opening of modern community hospitals in every North Carolina county, especially in the mountainous sections. Within a little more than a month later, the local hospital was a reality.

Hardly a day passes without one of

note operations being performed at the hospital, with a large number on many days. So far, all the operations have proved successful, although some of them were of a serious nature and classed as major operations.

IMPROVEMENTS ON SOUTHERN DURING THE YEAR 1927

VICE PRESIDENT OF THE SOUTHERN RAILWAY GIVES US
INFORMATION ON THE
MANY LARGE IMPROVE-
MENTS ON ITS LINE
DURING YEAR JUST
ENDED.

Atlanta, Ga., Dec. 31.—Despite a slight recession in the general volume of business offered for movement in 1927, the Southern Railway System continued its improvement program and during the past year, invested \$15,000,000.00 in providing enlarged and more modern facilities for handling the freight and passenger business of the South.

Early in the year a new engine terminal was placed in service at Chattanooga, Tenn., in connection with the Citico Yard, which was enlarged in 1926. A 35-stall reinforced concrete roundhouse and auxiliary buildings were included. At Grand Crossing, Fla., near Jacksonville, a similar terminal with a 10-stall roundhouse was constructed, supplementing the classification yard, built in 1925.

Andrews Yard and Terminal
The largest project undertaken and completed during the year was the enlargement of Andrews Yard, at Columbia, S. C., and the construction of a new engine terminal. New tracks were built, doubling the capacity of the yard and giving room for more than 2,000 cars. The engine terminal consists of a 20-stall roundhouse, smith and machine shop, a number of smaller buildings and freight car repair facilities.

At Winston-Salem, N. C., eight and a half miles of yard track were laid and a new engine terminal with 6-stall roundhouse was built. Substantial additions were made to the yard tracks at Pomona, N. C., near Greensboro, the junction of the Winston-Salem division with the Washington-Atlanta line.

Additional yard tracks and a small engine terminal were built at East Durham, N. C., the junction of the Durham branch of the Richmond division with the Greensboro-Goldsboro line.

Mechanical coal handling plants were built at Citico, Grand Crossing, Andrews Yard and Winston-Salem in connection with the construction of the new engine terminals and also at Monroe, Va., Atlanta Junction, Ga., near Rome, Bulls Gap, Tenn., Coster, Tenn., near Knoxville, Sheffield, Ala., Anniston, Ala., and Lawrenceburg, Kentucky.

Twelve New Structures.
The line of the North Carolina Railroad between Greensboro and Seim over which the Southern handles the greater part of its traffic to and from Pinners Point, was strengthened to permit the use of heavier and more powerful locomotives. This required the renewal of twelve structures, the most important being the bridges over the Neuse and Haw rivers and Back Creek.

Local freight handling facilities were improved at Asheville, N. C., Charlotte, N. C., and Rock Hill, S. C. At Asheville an entirely new terminal consisting of warehouse, transfer platform and team tracks was built in the Bluffmore bottoms. At Charlotte the car capacity of the Freight House was increased and new team tracks served by paved driveways were built. The warehouse and track facilities at Rock Hill were enlarged.

During 1927, the Southern continued the work of laying its more important lines with heavier rail. Purchases for the year amounted to \$5,000,000, mostly of 100-pound section, and approximately 500 miles of track were laid with new rail, while 250 miles of 85-pound rail was laid on lines formerly equipped with rail of lighter section.

Signals and Train Control.
During 1927, the Southern made notable progress in the provision of protective devices, equipping 1,270 miles of track with electric automatic

block signals and 2,265 miles with the automatic train control system. It now has a total of 4,013 miles of track protected by electric block signal of which 3,370 miles are also equipped with the automatic train control. Telephone dispatching lines were constructed between Bristol, Tenn., and Morristown and between Chattanooga and Memphis. A message circuit was installed between Greensboro, N. C. and Winston-Salem. The Southern now has 2,808 miles of line equipped with the telephone.

Bridge renewal work was also carried out on a large scale, approximately 50 bridges and trestles scattered over 18 divisions having been replaced by structures of greater strength or more modern design. Among the new bridges erected, is one spanning the famous Swannee river on the line between Valdosta, Ga., and Palatka, Fla. On the Alabama Great Southern Railroad between Chattanooga, Tenn., and Meridian, Miss., 13 open deck trestles were replaced by reinforced concrete box or pipe culverts and six ballast deck trestles were replaced by similar structures designed for heavier loading.

ENDORSEMENT BY GOV. McCLEAN

The following strong endorsement of the work of the Near East College Association in North Carolina coming as it does from Governor Angus W. McLean will doubtless be received with interest by citizens in all sections of the state as indicative of the worthiness of the Association's activities.

Few men enjoy the public confidence to a fuller degree than North Carolina's present chief executive, and when Governor McLean expresses the belief that few movements in the state are more wholly worthy than that of the Near East College Association in North Carolina, such commendation is fraught with significance.

Lieutenant-Governor J. Elmer Long, State Chairman of the campaign in North Carolina, has been consistent in its praise and untiring in his active efforts in its behalf. On the State Executive Committee of this movement are a group of outstanding men—leaders in their various vocations; men in whom North Carolinians have the utmost confidence; men who have studied very carefully the worthiness of this movement and heartily endorsed, and who are active in its behalf.

It is, however, with singular gratification and strong appreciation that the Near East College Association is able today to release the following endorsement from the Governor of North Carolina. It reads:

"I desire to add my strong personal endorsement to the efforts of the Near East College Association now being put forth in this state under the active leadership of Hon. J. Elmer Long, State Chairman.

I know of few more worthy enterprises than that of extending education to the youth of the world. Very especially it seems to me to be such an effort meritorious when the light of learning is carried into those lands bordering Asia, where the gospel of freedom and the teachings of western civilization are so urgently needed.

I trust that the Near East College Association's campaign in North Carolina will prove wholly successful, as I believe it is an important and most worthy movement. I sincerely trust that all who are appealed to for a contribution to this cause will, if possible, contribute as generously as circumstances allow.

Signed—ANGUS W. McLEAN,
Governor.

"Can you imagine any one going to bed with his shoes on?"

"Who does that?"

"My horse."

Small Boy—"Dad, the barometer has fallen."

Father—"Very much?"

Small Boy (with guilty look)—"About five feet. It's broken."

"Why did you strike the telegraph operator?" the judge asked the dandy.

"Well, yo' honor," said the culprit, "It was just like this: I hands him a telegram for mah girl, an' he starts in readin' it. So I jest naturally ups and hands him one."—Exchange.