

NO COURT IN MARSHALL NEXT WEEK

THE PUBLISHER'S COLUMN ABOUT VARIOUS MATTERS

WHERE WILL YOU SELL YOUR TOBACCO?

The News-Record has no strings on it with reference to supporting any particular market for the tobacco growers in Madison County. Our one desire, first of all, is that the farmers receive the highest net price possible for their crop. If we knew where such price could be obtained, we would gladly advise the farmers of our section to go to that market. But it is impossible for us to know beforehand. We can only pass on to our readers what the various warehouse men have to say about their particular markets and leave the farmers to be the judges. In this way we assume no responsibility in the event any farmer or group of farmers should be dissatisfied with their sales.

As a citizen of North Carolina we are naturally interested in our own state, and everything being equal, we would prefer to see the tobacco sold in North Carolina and the money spent in North Carolina. As a citizen of Western North Carolina, a country greatly blessed by Nature, we would not be loyal to our section of the State if we did not prefer to see it prosper. And in order for it to flourish, its citizens should trade at home whenever such trading can be done without harm to the one who spends the money. As a citizen of Madison County, and Marshall in particular, we should have been much pleased if our own people could have seen their way to build a warehouse in Marshall where their products could have been marketed and their money spent for the benefit of Madison County people. Inasmuch as that project failed, we predict that our farmers will be open-minded as to where they will take their tobacco and market it to their best advantage. It would be poor policy for the Asheville market not to offer every possible inducement for this their first year. When our farmers have obtained the best price possible for their crops, the four banks in Madison County will furnish a safe depository for the cash and by banking their money in Madison County they will be helping Madison County people, and in that way helping to support Madison County institutions, such as churches, schools, charity organizations, homes, roads, etc. These banks will gladly supply their customers with blank checks with which to make their purchases, and the safest and most business-like transactions are settled by check rather than by cash. In fact it is unwise to carry much currency on one's person—especially in this day of almost daily hold-ups and robberies. We would suggest that instead of cashing your tobacco checks in order to pay bills that you deposit them with the banks and draw your own checks in settling accounts. In this way you take no risk of losing your money and your check is a receipt for the payment whether you have any other receipt or not. In other instances Madison County people should make Madison County first in their interests, Western North Carolina second, the State of North Carolina third, and our sister states fourth. But we do not wish to be misunderstood in this. First settle the point as to whether all of the things are equal, as the law of self-preservation is of paramount importance.

Repairs About The House

The building and loan association of Illinois have shown a friendly disposition to aid

the unemployment situation by helping to finance the repairing of homes.

Job had boils, but he escaped athlete's foot, B. O., halitosis and that future shadow.

We have no connections whatever with the Central Bank and Trust Company of Asheville, N. C., which closed its doors on Thursday, November 20th.

We are wide open for business and are amply prepared for any contingency.

THE BANK OF FRENCH BROAD

REGULATIONS OF TRAFFIC

EVERY COMMUNITY PAYS ITS COST

In a recent address delivered before a group of graduate Yale Traffic Engineers, Robert B. Dodds, nationally known traffic authority, said:

"The traffic problem in any city is a community problem. One of the difficulties in its solution has been that each individual has approached it from the standpoint of his own interest. The individual motorist thinks of traffic congestion as something that restricts the speed at which he can drive his car through the city streets, and prevents him from parking where he wishes. The merchant thinks of traffic congestion as something which increases his delivery costs and causes restrictions to be placed on parking, but he objects strenuously to parking regulations which are designed to relieve congestion, as he thinks they are likely to injure his business. The transportation companies know traffic in terms of its cost in increasing man-hours and capital investment per passenger-mile or per ton-mile.

The general public attitude toward the traffic problem is one of irritation and criticism. Each citizen has his own ideas about methods for relieving congestion, and is prone to criticize the city officials if these ideas are not immediately accepted. These ideas, however, are based on personal experience with the automobile, and are usually impractical because they do not take into account the many factors which must be considered in effecting an equitable solution to the problem.

An increasing number of people are gaining a new conception of the traffic problem as a whole. They are beginning to realize that traffic congestion and its attendant danger must be paid for, not only in personal inconvenience but also in actual dollars, through the increase in price of commodities due to the high cost of transportation delays, and through increases in insurance rates due to accident losses.

The growth of transportation facilities is a limiting factor in the development of the modern city, for transport traffic is the life blood of the community. Suspend transit facilities and our dependence on

transportation is most strikingly demonstrated. Choke these facilities by congestion or unwise regulation, and the effects are just as far reaching although less obvious.

Losses to the city through traffic congestion and high accident rates are much greater than would appear on the surface. These losses are subtle and difficult to trace. In the first place traffic confusion is bad advertising for a city. In this present day when cities are bidding against each other for industries and citizens, and when it is so easy for a large proportion of the general public to choose its place of residence in a way that was not possible twenty-five years ago, the question of traffic confusion and inconvenience to travel in a city exerts an influence which is more powerful than is evident at first thought.

People sometimes move from one location to another because natural resources have caused industries to locate in that particular section of the country. In some cases climate has been the cause of migration. In most cases however, the migration has been prompted by better general living conditions in the new location. Traffic confusion and congestion which make it tedious and unpleasant to travel back and forth through the city add their full share toward making the community less attractive than another where such conditions do not prevail. What loss a city sustains from this cause can never be exactly estimated except through a comparison of the growth of that city with the growth of other cities having similar natural resources and locations, but having better living conditions.

Traffic congestion chokes the growth of a city. This can be substantiated in numerous instances by pointing to localities where development has been held back by traffic congestion, but where a tremendous new development has been stimulated by the opening of a new boulevard or artery through the area, bringing new homes and new citizens to that section of the city. The use of arbitrarily timed mechanisms as a means of regulating traffic has cost municipalities untold sums of money due to the congestion created by this type of control. With the advent of vehicle-actuated signal systems this congestion has been removed and most cities are now adopting this

NO JUDGE AVAILABLE AS JUDGE MOORE IS SERIOUSLY ILL

COURT POSTPONED UNTIL FIRST MONDAY IN JANUARY, 1931

Due to the serious illness of Judge W. E. Moore, who was scheduled to hold court in Marshall beginning next Monday, November 24th, the regular term of court has been postponed until the first Monday in January. Every effort has been made by the Solicitor and attorneys concerned through the Governor of North Carolina to secure a judge for this term, but without success. The only judge in the State who was not engaged for next week, was Judge Shaw (retired) and his health was not such as to permit him to hold court.

All Witnesses and Jurymen Take Notice

Solicitor R. M. Wells authorizes us to give notice to all Jurymen, Witnesses and any others summoned for the November term of court, that they are hereby excused for next week, but will be expected to appear at the term set for the first Monday in January.

The following letter from Solicitor Wells to Mr. John H. McElroy was received Thursday morning:

November 19, 1930

Dear John:

I have for three days been in almost constant touch with Governor Gardner's office at Raleigh asking for a Judge for next week, but they have given up all hope. So you may tell the Sheriff and Clerk that there will be no court there next week. I am sorry but it cannot be helped.

With best wishes, I am

Yours truly,
R. M. WELLS.

method of control.

In some communities there exists the fallacious idea that the government of the community is a separate and distinct entity from the community itself, and the citizens of such a community are very likely to be apathetic to the affairs of government. The people feel that acts of the governmental departments affect them only indirectly. Nothing could be further from the truth. Every community pays for the most efficient possible system of traffic control, whether they have it or not. If they have it, they pay for it in actual cash. If they do not have it, they pay for part of it by paying for the more inefficient system that they do have, and the balance is paid for by the community in increased cost of commodities, increased insurance rates, in-

creased loss of life and time due to avoidable traffic accidents, and loss of business which is diverted from the city because of its poor traffic conditions."

SCHOOL DATES FOR HOLIDAYS

BOARD OF EDUCATION FIXES DATES FOR CHRISTMAS HOLIDAYS

All eight-months' schools are to dismiss December 19th and to reopen December 29th. If short term schools do not want 10 days for Christmas vacation, see the County Superintendent and make arrangements for a shorter period.

After terrific struggles, the freshman finally finished his examination paper, and then, at the end wrote: "Dear Professor: If you sell any of my answers to the funny papers, I expect you to split fifty-fifty with me."—Life.

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THE NEWS-RECORD

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We are open for business and ready to take care of our customers.

CITIZENS BANK