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THURSDAY, MAY 26, 1938

BIBLE THOUGHT

He that despiseth his neighbor sineth, but he that hath pity on the poor, happy is he.—Proverbs 14:21.

NEXT TIME MIGHT BE DIFFERENT

The other day, Chinese aviators flew American-built planes 2,500 miles to drop leaflets on Japanese people to oppose war.

This action should be fair warning to Japan that the same planes on the next trip could carry bombs instead of leaflets, and do to Japanese cities the same havoc which Japan airmen have done to some of China's towns.

ANOTHER PROBLEM

It is interesting to note in a news release from the American Bible Society, that the annual circulation of the scriptures throughout the world is over seven million copies.

Portions of the Bible are now in over 1000 different languages, and the Society has 12 foreign agencies. Increase distribution was noted in all sections of the globe—even in war-torn China.

While the matter of distributing the Bibles into every section of the world is a mammoth task, there yet remains an important work to be done—that of getting the people that have the Scriptures, to read them. We presume that the American Bible Society is well aware of this problem.

TAXPAYERS PAY FOR THE DAMAGE

About ten days ago, two large trucks, used to haul gasoline from one end of the state to the other, met in a head-on collision in the early morning at a bridge near Laurinburg. One of the trucks had 3,500 gallons of gasoline, and the other was empty.

Flames shot 75 feet in the air one driver burned to death, the other had a narrow escape, and \$12,000 damage done to the bridge, besides property damage for a hundred yards or more around the scene.

This is not the first time one of the large gasoline transport trucks have burned and damaged public property. Neither is it the first time the drivers have been burned.

This newspaper has pointed out before the danger of such trucks passing through towns, especially where the highway is also the main street, like here in Waynesville. Should one of these trucks catch on fire on the main street here, the business district would be destroyed in spite of all fire fighting equipment available.

The trucks such as are used by local oil dealers in making deliveries from wholesale plants, are not to be compared with those large transport tank trucks. The smaller trucks are easier handled, and do not carry anything like the loads of the cross-state trucks.

All of this leads us to the opinion, that this question will come before the 1939 legislature for action. Certainly the railroads will be in favor of abolishing the use of the highways for the use of such trucks.

We share the views of the Whiteville Reporter, which said editorially about the burning of the highway bridge: "All of this constitutes additional expense for Mr. and Mrs. North Carolina taxpayer, for the benefit of a few individuals in the state. Those trucks are destroying our highways, endangering life and property along their path and nothing is done about it."

"It seems that North Carolina taxpayers who pay six cents on every gallon of gasoline they buy would be loath to see their roads reduced to ruins and additional tax burdens heaped upon them because of benefits to a favored few."

"The incident at Laurinburg Friday night bears out the contention of this paper for a long time—that these trucks constitute a menace to life and property in this state, and should be removed from the highways."

WE DON'T THINK

Several nights ago, two cars filled with young people of this community, were driving down from Soco Gap. One driver decided to pass the other car. The first driver felt he would be disgraced to let such a thing happen. So down went the throttle in both cars, and the hand on the speedometers went around to 45, then 50, and over to 55 and on a little past 60.

As the cars sped along at sixty, a young girl in one of the cars leaned out the window making fun of the other crowd, as the cars were neck and neck—each making sixty or better.

In a desperate, and last effort, one driver pushed the throttle down to the floor board, and shot his car to 75 miles an hour and passed on down the road feeling he had accomplished something.

Having done this, he had gained nothing but a title of being a "reckless driver." Fortunately, nothing was lost, but there was every chance for every one of the young people in both cars losing their lives.

When the story was told us, we asked one of the occupants, "what did you accomplish by such 'dare-devilery,'" and his answer was: "It was fun while it lasted."

To us, that is a pitiful answer. In fact no answer at all.

Had those young people have thought for one moment how their lives might have been wiped out in an instant, or how some of them could have easily been crippled for life, they would have perhaps been more careful. As it was they didn't think.

And isn't that the answer for the large percentage of our wrecks on highways today?

SOUTH GROWS TWICE AS FAST AS NORTH AND WEST

For a long, long time the South was a nursery ground for other sections of America. Our young men went West or North or East. Southern population gained slowly.

Now our young Southerners are finding out that there are just as great opportunities right here at home as anywhere else. Instead of Western lands being cheaper than our own, they are two to five times as high. Instead of our thinking that growing cotton, tobacco, peanuts, and rice are the only ways to make money on Southern farms and that the West is the place for livestock and dairying, the West itself is going into hysterics lest the South beat them producing dairy products, hogs, and poultry! And instead of industrial opportunities being sought in great Northern cities, it is becoming better in our thriving Southern towns and cities, where rents, taxes, fuel, etc. are low.

What is the result of all this awakening to Southern opportunity? Let the census figures tell the story. The South has become the fastest growing section of America. According to estimates just made public by the U. S. Census Bureau, the 16 states (including Maryland and Delaware) classified as South Atlantic, East South Central, and West South Central gained 3,035,000 population from 1930 to 1937, while all other 32 states combined only 3,452,000. And in percentage of gain the results were even more remarkable as follows:

16 Southern states' population gain was 8 percent, 42 Northern and Western states gained 4 per cent.

In other words, the Southern states are now gaining in population twice as fast as the rest of America! And outside the South the fastest-growing state is California, whose mild Dixielike climate is the main reason for its growth. Keep all your bets on Dixie!—The Progressive Farmer.

One of the most difficult things to recover, once it is lost, is faith and confidence and trust in a fellow man. Strange, when common sense tells how valuable these things are in human business relationships, that some men will sacrifice them for a trivial personal advantage.

TWO MINUTE SERMON

BY THOMAS HASTWELL

THE CHRIST OF THE HUMAN HEART

Between the two countries of Argentina and Chile, near the summit of the Cumbre pass, in the Andes mountains, stands a great bronze statue of the Christ. The base of the statue was hewn from the rugged granite of the mountain, and the statue itself was cast from solid bronze obtained by melting cannon. The statue was erected in commemoration of the peaceful settlement of a boundary dispute between the two countries of Chile and Argentina and is known as "The Christ of the Andes." Silent and majestic it stands, a constant reminder to the world and the people of both nations, that, in accordance with the teachings of Christ, these two great nations of South America elected to lay aside their differences and live together in peace and in harmony. As the statue towers above the international highway there is nothing in its solid bronze that would influence the men of these two nations to forget their quarrel. Of itself it is impotent to stay a single hostile hand or calm a single hate. Its power lies in the spirit it represents—the spirit of the Christ. So it is with men today who have within their hearts that spirit of Christ. In a world filled with wrong, and greed, and jealousy, and fear, and hatred they are a constant power and influence for good. Even more remarkable than the influence of the Christ of the Andes is the influence of the Christ of the human heart.

THE OLD HOME TOWN By STANLEY



Random SIDE GLANCES

By W. Curtis Russ

I have never made it a point to pick up hitch-hikers. In the first place, it is dangerous; and second, nine out of ten stand along the highways in places where it would be folly to stop.

The average hitch-hiker must not give any thought to the convenience of the motorists, because if they did, they would not stand at sharp curves, on top of hills, or half way down a steep hill and expect a motorist to pick them up.

If I were a hitch-hiker, I would choose as near as possible—even if it took a mile hike to get there—a spot along a straight stretch of highway, where a motorist could give me a once-over before deciding to stop.

A smiling face has gotten more rides for their owners than those whose faces that were screwed up in knots, trying to resemble some hard-boiled villain in a movie.

I don't believe these fellows who stand several feet over in the highway impress motorists as being brave, just because they do the silly stunt; neither is there an air of demand about them.

But why should I worry myself about the short comings of thumbers? They seem to get rides some how even if it does take some of them several hours. Then, too, I might be too practical to make a good thumber—and if all motorists were like myself, there would not be any hitch-hikers—so there.

It looks as if I will have to stop eating strawberries—last week I was served at three different places, and each time, the last berry was too old—and what a taste.

I have about come to the conclusion that we are all so busy trying to do something that in the end we don't accomplish a thing. This goes for individuals as well as organizations.

How fine it would be if we could only halt for a week, and get back to a normal place. As it is, we are going at break-neck speed and for the most part, not getting a worthwhile thing done.

The average man is in several organizations, on half a dozen or so committees, and supposedly to be interested, heart and soul, in twice that many community projects. He goes at them in a half-hearted fashion, and with little accomplished.

This same attitude goes for some business. Only recently I saw a merchant so intent, and interested in buying a line of goods to be shipped next fall, that he did not take time to wait on a customer who was interested in some goods on his shelf that were right then seasonable, and represented a fair profit.

Could such folks be termed "futurists?" It is a good thing to look and plan ahead, yet too many of us are living for the "ideal day" ahead, and forget to live today.

Our neighbors are living this way, and goodness knows, we can't let them get ahead of us—so goes the world.

A New York store advertised that it understands women in all her moods. That seems to dispel the common belief that business men in these days lack confidence.

Your Horoscope

May 22, 23, 24—You seem to possess two natures that are opposite. If you choose, you can be charming and very agreeable, or if the mood says so you can be very disagreeable and sarcastic. Your pride keeps you from accepting assistance or favors from anyone. You are always found on the right side of a question, even though it means self-sacrifice on your part. You do not always make the best use of the many gifts nature has bestowed upon you.

May 25, 26, 27—You do not care for flattery, are light hearted, and sympathetic to a degree. You are fond of pleasure, like amusement and sports, though you are often very impractical and make some odd mistakes. You have the faculty of winning and keeping many warm friends.

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THIS WEEK in HISTORY

May 23—Empire Day celebrated in Canada, 1880. Ratified the arbitral treaty with the United States, 1914.

May 24—First telegraph message sent by Morse from Washington to Baltimore, 1844. Marshal McKim elected president of the Forest and Park Commission, 1873.

May 25—Women of Chicago organized dress reform movement, 1873. Call 90,000 volunteers in Spanish-American War, 1898.

May 26—Montana was organized as a territory, 1864. Al Jolson born, 1886.

May 27—Haymarket anniversary dictated in Chicago for murder. Morse telegraph first used, 1844.

May 28—First U. S. troops sent for France, 1917. First Steamship launched on Lake Erie, the "Western Water," 1818.

May 29—Wisconsin was admitted into the Union, 1848. American capture Cantigny, 1918.

CHASES "BANDITS" TOO FAR

NEW YORK—William Thomas, chasing an imaginary gang of bandits in Central Park he became lost after wandering aimless for several hours, he walked up to a policeman admitted he was lost, and was taken to a police station where his father came for him.