

TODAY and TOMORROW

by FRANK PARKER STOCKBRIDGE

UNIFORMS . . . for dress

The officers of the United States Army are to have new dress uniforms, which they will be required to wear in the evening after "retreat" has sounded, and on social occasions when off duty at other times. The new uniforms will have dark coats, with lapels turned back, light blue trousers with gold stripes down the seams, and blue caps, all embellished and decorated with the insignia of rank.

We changed our Army uniforms from blue to khaki between the Spanish War and the World War. The dusty brown is undoubtedly better for service wear but every man wants a change to "dress up" in. With the mechanization of the Army, the working garb of our soldiers in the next war might well be plain denim overalls.

I like to see soldiers look gorgeous. There is something about a brilliant uniform which inspires respect for the service in which men stand to lose everything and gain nothing but glory.

SERVICE . . . in highest sense
I once heard Woodrow Wilson, long before he was President, point out the difference between civilians and soldiers, and why we erect public monuments to soldiers and preserve their swords and muskets as family treasures, rather than hang a tailor's yardstick over the mantel.

"The tailor's occupation is not less honorable than the soldier's," he said, "but he labored for gain, for the support of his family. The soldier risks everything, including his life itself, not for money or reward but in the service of his people and his country."

My observation of the American Army, which has been considerable, makes me feel that nothing they want is too good for them. I am speaking now of the professional soldiers and the West Point officers, who are fully imbued with the spirit of Democracy and recognize that they are the servants of the people, not their masters.

SPEED . . . increased
Eight years ago I predicted in this column that some day airplanes would be built capable of

flying around the world with the sun, starting from New York at noon and crossing every point on the round trip at noon. That would take a speed of only about 600 miles an hour, flying several miles above the earth.

Science and invention are bringing that time closer and closer. One by one the obstacles to fast flight in the stratosphere are being overcome. The upper air has been explored and its wind-currents studied. The shaping of an airplane to fly with the least resistance has been worked out. The use of oxygen to enable the pilot to breathe and the engine to function eight or ten miles above ground has been demonstrated. Speeds of more than 400 miles an hour have been made.

All that remains is to find more economical methods of carrying fuel for a world-round non-stop flight.

FIRE . . . flying bogey
The greatest hazard in flying is fire. Many airplane crashes would not result fatally but for the ignition of the gasoline tanks. The great airship "Hindenberg" was destroyed with most of its passengers, because the hydrogen gas on which it floated caught fire. Fireproof flight is coming. The

new big German airship will be filled with helium gas, from Texas gas wells, which the United States is selling for that peaceful purpose. Except for the "Hindenberg" catastrophe, no passenger's life was ever lost in a non-military rigid air-ship.

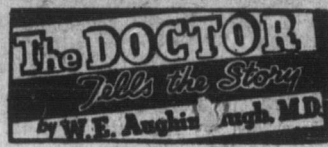
The Zeppelins use diesel engines with non-inflammable fuel oil instead of gasoline. Airplanes have been flown in this country with diesel engines, and now one of the big motor companies has brought out a new light-weight diesel engine. The airplane of the future, like the air-ship of the future, will be fireproof.

EDUCATION . . . of public
I am not greatly concerned about the future of the nation so long as there is no restriction upon public discussion of economic and governmental questions, in the newspapers and elsewhere.

I have thought a good many of the experiments which have been going on in Washington in the past few years to be rather silly and based on half-baked theories. So long as the people at large were willing to stand for them, there was nothing to do but to let time work its inevitable changes. Now I think I see less popular en-

thusiasm for new schemes which don't work.

What has been going on in the past five years is a process of education. More people understand the laws of economics and the impossibility to make everybody happy and prosperous overnight. And that is a distinct gain.



What Health Means

The health of people is the foundation upon which all their individual happiness and also the power of the nation depends. "Without health, life is not life," said Ariphon, the Sicyonian, who lived about 550 B. C., and our own Ben Franklin, in his Poor Richard's Almanac, wrote in 1764 that, "a good wife and good health should make any man contented with the world."

We Americans have the bad habit of straining at a gnat and swallowing a camel. Let some such catastrophe as the burning of the steamship Morro Castle

happen, in which 135 lives were lost, and the nation becomes almost hysterical. The press demands an immediate investigation and the Federal and state authorities start lengthy, expensive proceedings and as a rule nothing more happens. Soon the tragedy is forgotten, except of course by those who lost relatives.

Tuberculosis Can Be Cured

Four such accidents—one a week—with a loss of 135 lives each time, would fall more than one hundred short of the actual deaths in New York City alone from consumption during one average month—yet the great American public remains indifferent to the havoc this disease alone works among the people of the nation. While medical science has reduced the death rate of tuberculosis approximately 66 per cent in the past twenty-five years, still much more is to be done by

IT IS DANGEROUS

It is dangerous to sell a SUBSTITUTE for 66¢ just to make three or four cents more. Customers are your best assets; lose them and you lose your business. 66¢ is worth three or four times as much as a SUBSTITUTE.

fore this disease, which haunts old and young, rich and poor can be done away with. Tuberculosis can be eliminated and the yet greater portion of our city, county and state government seem to be actually indifferent on this vital subject.

Civic Action Can Reduce Disease

And the same statement applies equally well regarding governmental indifference to numerous other dangerous diseases. Of the 200 who died in New York City in 1932 of diphtheria, most of them might have been saved by preventative inoculation. If active, intelligent campaigns were conducted against such maladies, death rates would be materially

reduced. If our state and national governments permit quacks and charlatans to practice medicine and allow fake medical preparations to be sold, as a result of which thousands die yearly.

Blowing His Own Horn

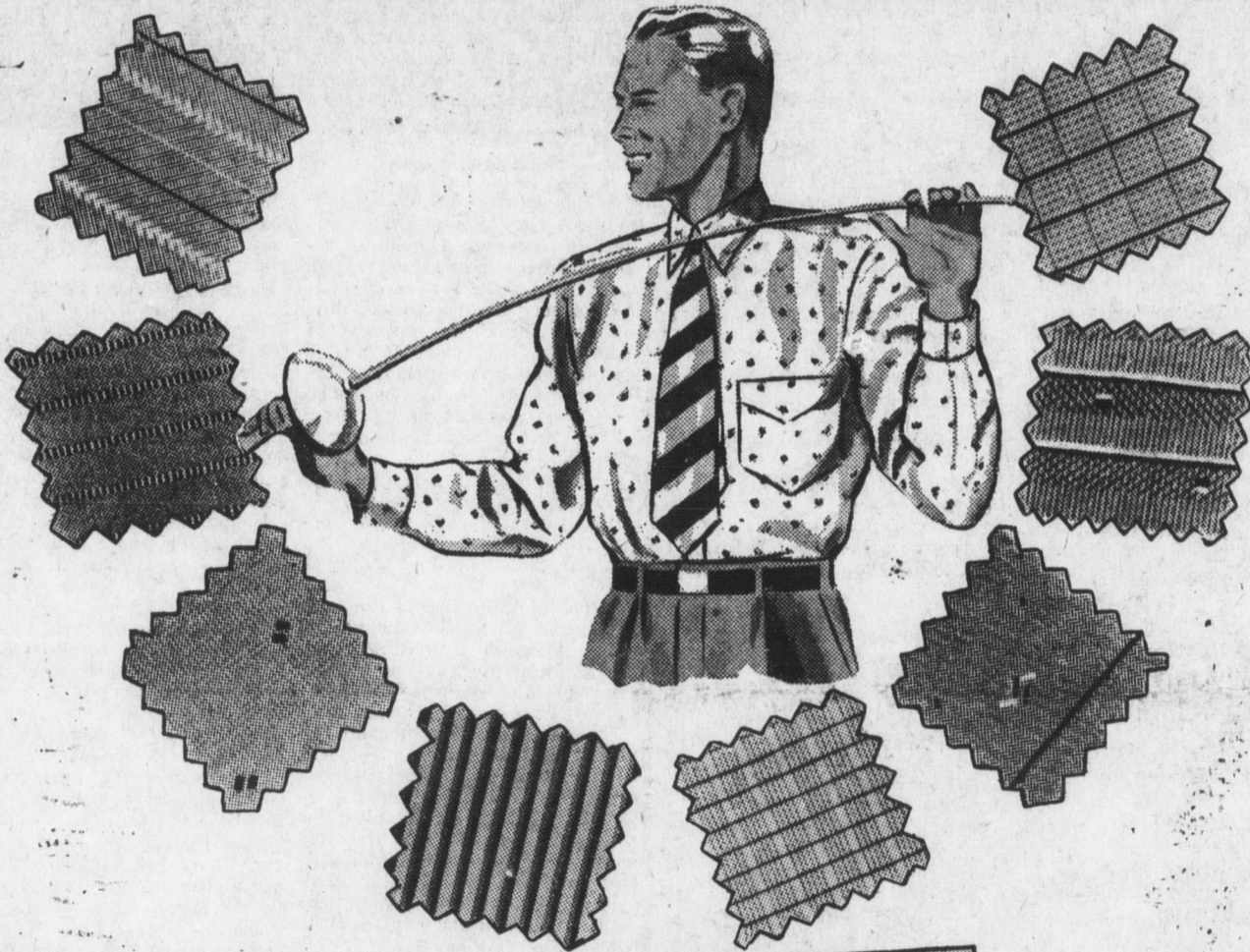
Two clodded men stood on the edge of a crowd listening to a political speech.

"Who am dat man, Sam?" asked one.

"Ah doan' know what his name is," responded Sam, "but he suah do recomen' hisself mos' highly."

Tuberculosis will cost Virginia \$3,800,000 in economic loss this year.

IMPORTANT ANNOUNCEMENT



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to men who must keep their appearance UP and expenses DOWN

These are the famous TruVal shirts and pajamas you've seen advertised in national magazines. We honestly consider them among the very best values we've ever presented. Low in price, yes. But in all fine details of cut, fit, fabric and construction, TruVals test well in comparison with

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White on White • End-and-End Madras
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"Non-binding," made comfortable by an ingenious arrangement of Latex inserts and adjustable buttons. Guaranteed colorfast, in a wide variety of patterns, colorful or conservative to suit your taste.

COAT STYLES:

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Sizes: A, B, C and D

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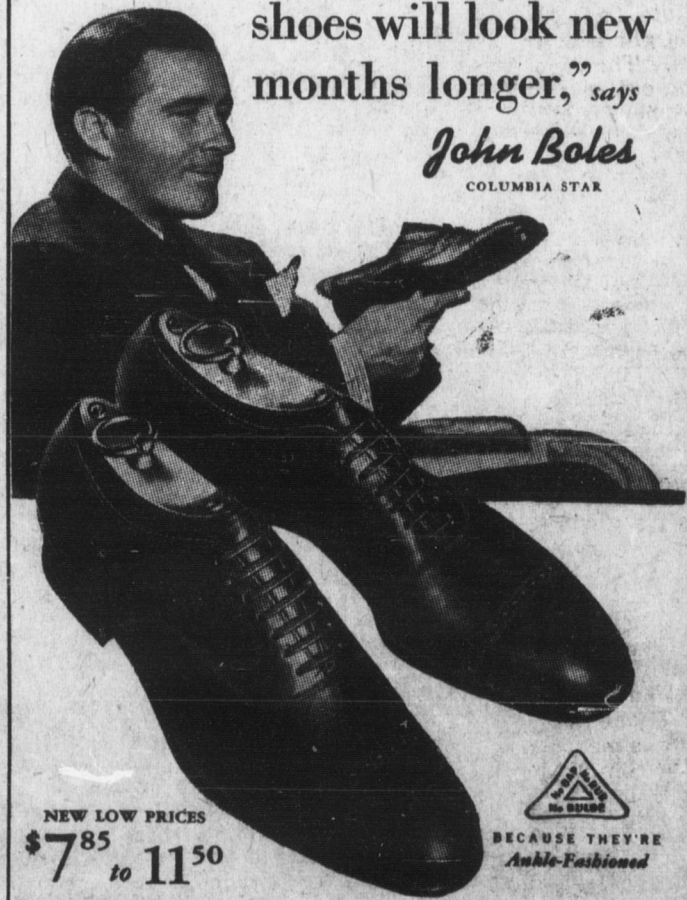
\$17.50 to \$32.50

Others at \$13.95

SYDNOR-SPAINHOUR
Elkin, N. C.

"A glance tells me these shoes will look new months longer," says

John Boles
COLUMBIA STAR



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Ankle fashioned Oxfords

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