

COMPULSORY IDEMUNITY

for damage. While there is some sentiment for the requirement, on the ground that the victim should have recourse which circumstances now deny him, there is hesitation in going so far in enactments regulating the private ownership of property. The strong argument is

that one who operates on the highway a machine that readily becomes a public menace through mishandling should be required to insure against damage; and that is a strong point. But the American automobile association opposes the compulsory insurance. Investigation has led to

the belief, the association declares, that the proposed remedy would "breed recklessness rather than promote greater care," the idea being that as the insurance would take care of the damage, hence the greater incentive to risk. Whether the feeling that the damage would be paid for would be a greater incentive to recklessness than the feeling that no penalty can be laid because nothing can be collected, is open for debate. But the arrangement would subject "car owners in the mass to a burden of three hundred million dollars in compulsory premiums to provide protection against a comparatively few motorists who are financially irresponsible," is the concluding objection. And that, of course, is the strongest argument against it—Compelling numerous people who drive within the safety zone to pay for indemnity insurance in order that damage can be collected from a few of the financially irresponsible. But to that is the comeback that even the most careful frequently damage others through a combination of circumstances; and for that reason all car owners should voluntarily carry the indemnity not only to protect themselves but to make good damage which they may unwittingly inflict, even if they are not financially responsible, and that those who do not reason that way, who are not willing to try to make good any damage they inflict, are a bad lot and should be forced to make provision. But the compulsory indemnity isn't coming yet awhile. First off in North Carolina we might try to make the licensing of drivers compulsory, not so much that any ex-

amination that might be required would make for greater safety, but that a way would be provided to remove the reckless and incompetent from behind the steering wheels. That would give the greatest relief, provided, of course it was rigidly enforced. But even a limited enforcement—in cases so glaring as to make it compulsory—would be better than it now is.

UNJUST CRITICISM

(From Asheville Times) Basing conclusions on reports some of which are five years old, Harry C. Evans of Des Moines, Iowa, has given North Carolina some unfavorable and unjust criticism on the conditions in county homes for the poor in this State. To his criticisms the State Department of Charities and Public Welfare properly replies that "probably more improvements have been made in the county homes of the State than in any other part of the public charities." North Carolina is still trying to stand by its State motto: *Esse quam videri*. The State, in spite of some boasting now and then, is not asserting that a social and economic millennium is in process here. Yet North Carolina rightly protests against the publication of articles about its public institutions which are neither based upon first hand information nor upon current news items. Time was, it must be confessed, when the average county home was a thing sorrowful to contemplate. No doubt some of them still are in that condition. About five years ago a Buncombe County Grand Jury, headed by Thomas Wadley Raoul,

WORK PROGRESSING RAPIDLY

wrote a report on Buncombe's county home that aroused much more than local fame and righteous indignation because of the state of affairs disclosed. Such a report could not now fairly be made on the county home. Let Mr. Evans come down and visit a reasonable number of county homes before he undertakes to condemn the whole system.

Messrs Band & White Printers of Spartanburg, S. C., who recently let contract for two new mountain homes at Lake Lanier visit the property quite often to watch the progress of the construction work. Their buildings are located on a knoll overlooking the waters of the first lake area and command a panorama of splendid mountain views. The houses themselves will be very attractive ones constructed of native stone and pine logs. The arrangement of them is rather unique in that they are of twin design and will have a beautiful constructing court.

DELEGATION VISIT LAKE LURE

Representing practically every southern state, there gathered at Lake Lure during the latter part of the week a notable delegation made up of physicians and their families attending the pediatric clinics now being held at the famous baby hospital conducted by Dr. Le Seyne Smith, at Saluda.

The party numbering about 60 in all, made the trip by motor from Saluda as guests of the Lake Lure developers, at the request of Kenneth B. Tanner, vice president of Chimney Rock Mountain, Inc.

Inspection of the Big Lake Lure dam, now more than two-thirds complete, was the initial stopping point for the party. Here J. C. Herbsman lecturer, entertained them with pertinent descriptions of the engineering masterpiece and other interesting details of the construction program being pushed at Chimney Rock.

Following a tour of Luremont, initial residential section where the paving of state highway N. C. 20 is progressing rapidly and over a completed portion of which the party rode, refreshments were enjoyed at Lake Lure Tea room with Mrs. Paul L. Holland as hostess.

Interesting talks were made, with Dr. McKibbin, of Coral Gables, responding for the guests. It was found that the states represented in the party included Texas, Louisiana, Alabama, Georgia, Florida, North and South Carolina. Prevented from making the trip by pressing business, Dr. Smith was represented by his brother.

The fact that these successful business men of Spartanburg have decided to own lake front homes at Lake Lanier after they had some time ago constructed fine homes at Lake Summit is mute evidence of the attractions of this property together with the fact that it is very conveniently located to the city and they can reach their summer home each evening in less than 45 minutes after they leave their office in Spartanburg driving over a splendid surfaced highway.

Many people from day to day visit the board walk at Lake Lanier to study the big gauge which records the increase in the lake water levels. At the present writing the gauge is 43 1/2 feet. When the lake waters have reached their ultimate level the gauge will show 63 feet and the water will be running over the spillway of the dam. This gauge has been properly anchored and will remain there until the lake level has been reached at which time it will be removed.

Big Water Gauge Attracts Attention at Lake Lanier

Many of the visitors register guesses as to the exact time the water will go over the new spillway but little can be gained from comparison this year because it is definitely known that the increase is at least 60 days farther advanced than at this time last season.

In one 24 hour period recently the water increased over two feet but as the increase occurs it is necessary for it to spread over a larger area and that condition has been noticeable upon the gauge.

The contractor who is building the dam is of the opinion that he can keep the work ahead of the water and at the present rate of increase it will take the water 14 days to reach the flood gate. He thinks that within that 14 day period he can get his concrete work beyond the water level.

With an adequate quantity of salt, grazing animals develop better than they would otherwise, are more contented and are easily handled, say livestock workers.

One can often see the fish working to the surface of the water after small insects which have alighted thereon and it has been necessary for the officer recently to prevent a number of youngsters from making quite an effort to catch these sporty fellows.

READ THE POLK COUNTY NEWS



What Are You Going To Do About It?

Sunday will soon be here. It comes every week just as it came in your childhood.

The bells will ring, the organ will make music, people will gather for devotions. Thus it will be in Tryon, and thus it will be throughout Christendom—not merely this week, but on every Sabbath to the end of your life.

Why? Here is a force that persists—that surrounds you. The point is that it is here, present, living.

You cannot possibly ignore it. What are you going to do about it?

Let's go! When? Next Sunday. Where? To Church. Which Church? The Church of your preference.

BAPTIST

Regular services each Sunday 11 a. m. and 8 p. m. Special music evening services. Sabbath School 10 a. m. Public cordially invited. THOMAS L. JUSTICE, Pastor.

CATHOLIC

St. John's Church, corner Melrose avenue and Lanier street. Mass—Sunday 8:30 a. m. REV. J. A. MANLEY, Rector.

CHURCH OF THE HOLY CROSS (Episcopal)

REV. C. P. BURNETT, Rector. Sunday Services; Holy Communion 7:30 a. m. Sunday School 10 a. m. Morning Prayer & Sermon 11 a. m. Friday, Litany 5 a. m. All Are Cordially Invited to these services.

METHODIST

First and Third Sundays 11 a. m. Second and Fourth Sundays 7:30 p. m. REV. P. E. PARKER, Pastor.

PRESBYTERIAN

Tryon—Second and Fourth Sundays each month 11 a. m.; First and Third Sundays 7:30 p. m. Columbus—First and Third Sundays 11 a. m.; Second and Fourth Sundays 7:30 p. m.

ERSKINE MEMORIAL (Congregational)

Rev. Will B. O'Neill, Minister. Sunday—Church School at 9:45 a. m. Morning Worship at 11 O'clock. A graded school with classes for all. Wednesday—"Quiet Hour" 4:30 p. m. A friendly welcome awaits you.

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