

DIVORCES BLAMED ON BROKEN DREAMS

Dr. Robbins Of Baptist Seminary Continues Lectures At Ridgecrest

Ridgecrest, July 23.—Dr. G. S. Robbins of the Southern Baptist Theological seminary, Louisville, Ky., said today in a lecture that the chief cause for present day divorce was disillusionment.

Dr. Robbins, head of the department of religious education and church efficiency at the seminary, who has delivered a series of lectures this week at the southwide Baptist training union conference here, said "too many young persons fall in love with an unreal ideal and marry in illusion."

"True loves does not rise from a desire for possession, the thrill of a monopolized companionship, physical gratification, or the emotional urge to fall in love," Dr. Robbins said. "True love is inherently unselfish, arising out of self and directed toward another. The best definition I know of love is intense concern for the welfare of another."

He said the proper basis for love was "an intelligent choice," and he enumerated standards for checking the reality of one's love. These included studies of "admiral qualities"; physical, social, mental and spiritual characteristics; common interests, and similarity of ideals of the persons who love each other.

Dr. Robbins said he did not believe the marriages were sealed in heaven but added, "there is, of course, the element of providence in our lives, but between the individual and fatalism or predestination there stands personal freedom."

He said the chief causes for divorce were seen in part before and after marriage.

"The two chief causes before marriage are unwholesome, sickly sentimentality and undue familiarities," he asserted.

"There is a widespread breaking down of ideals. Do not put too cheap a price on yourself—your body is the temple of the Holy Spirit."

Dr. Robbins declared that "perhaps it is just as well that Romeo and Juliet did not live. Their love, based on an accidental infatuation, might not have lasted."

The SNAPSHOT GUILD

SELF-TIMERS



You can take a picture of the family picnic and be in it yourself by using a self timer.

THE question is often asked, "Is there any way that I can take a snapshot of my friends and include myself in the picture?"

There certainly is a way and a simple one. Use a self timer.

A self timer is a most fascinating little gadget and almost human in its operation. It is an inexpensive accessory that fits over the metal button, or plunger, at the end of the cable release, which you press to take a snapshot with a folding camera. It cannot, however, be used unless the camera is fitted with a cable release.

Here is how it works. First you locate your subject in the finder and at the same time plan the space you will occupy when you step into the picture.

Suppose you want to take a picture of a group on a picnic or at the beach. You will have to have the camera on a tripod, table or something solid. Locate the group in the finder—and be sure you can see the spot you will occupy or you may be among those missing when the prints are returned.

When the lens aperture is set at the proper opening with the correct shutter speed, the same as if you were going to snap the picture yourself, set the self timer for the length of time it would take you to get to your place in the group. Slip the self timer over the button at the end of the cable release and press the little release lever on the timer. It starts buzzing away, you rejoin the group and then—click—it has taken the picture and you're in it.

You can purchase a self timer attachment from almost any store that sells photographic supplies. They are not expensive and last a lifetime.

Some cameras have self timers incorporated in the shutter construction, so if you have this type of camera and have never used the self timer you have missed a lot of fun and picture taking opportunities.

John van Guilder

President Planning His Trip To Roanoke

To Attend Celebration Of Virginia Dare's Birth If Congress Permits

Washington, July 26—The White House announced today plans for President Roosevelt's contemplated visit to Roanoke Island celebration in North Carolina August 18.

Mr. Roosevelt has said he will attend the celebration, commemorating the 350th anniversary of the birth of Virginia Dare, first child of English parentage born in the new world, if the congressional situation permits his absence from the capital.

Tentative plans call for the President to go to Elizabeth City, N. C., by train and there board a coast guard cutter to Roanoke Island.

Returning, he plans to motor to Norfolk, Va., to board the presidential yacht for the trip back to Wash-

ington. Representative Lindsey C. Warren of Washington, N. C., who invited the President to the Roanoke Island celebration said he was pleased with the President's plans.

The celebration has been in progress several weeks and will continue until fall.

Flooring, Ceiling, Siding, Millwork—Watkins & Bullock

Hot Weather is Here— Beware of Biliousness!

Have you ever noticed that in very hot weather your organs of digestion and elimination seem to become torpid or lazy? Your food sours, forms gas, causes belching, heartburn, and a feeling of restlessness and irritability. Perhaps you may have sick headache, nausea and dizziness or blind spells on suddenly rising. Your tongue may be coated, your complexion bilious and your bowel actions sluggish or insufficient.

These are some of the more common symptoms or warnings of biliousness or so-called "torpid liver," so prevalent in hot climates. Don't neglect them. Take Calomel tabs, the improved calomel compound tablets that give you the effects of calomel and salts, combined. You will be delighted with the prompt relief they afford. Trial package ten cents, family pkg., twenty-five cts. At drug stores. (Adv.)

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Deadliest Gas Known Claimed By Chemist

Ames, Iowa, July 24—J. Leon Prens, 23, curly haired chemist student at Iowa State College, believes he has perfected a "poison gas" which destroys gas masks as efficiently as it kills human beings.

Prens, whose home is in New York city, holds a commission as second lieutenant in the United States army ordnance department. He believes his discovery will be of great benefit to the army in time of war.

The gas can be manufactured cheaply from the waste products of copper and zinc smelters, oil refineries and common salt, he said. He has filed an account of his experiments with the college library as a requirement for a bachelor's degree in chemical engineering.

Prens said the gas was a combination of mustard gas and phosgene, two lethal weapons of the World war, plus an unnamed ingredient which removes the soda-lime element used in all present day gas masks.

The soda lime, he said, neutralizes the acidity of gases drawn into gas masks before they are filtered through a carbon layer to remove the poison.

Without the soda lime in the mask, Prens said, the poison gas would reach the lungs more quickly, causing death.

Prens said his experiment was

started to find a use for the millions of tons of waste sulphur dioxide gas cast into the air by copper and zinc smelters.

He averred that since the United States has the only large deposits of sulphur and sulphur dioxide in the world sufficiently isolated to permit the manufacture of such a gas, there seemed little chance for any other nation to make use of the process.

He said poison gases of this type kept only a few months and must be manufactured shortly before use. Reservoirs of sulphur dioxide gas from the smelters and of ethylene gas from the oil refineries—the two principal ingredients—could easily be constructed in isolated areas, Prens suggested in his report.

He suggested also that the gas could be stored for short intervals in caverns left when gas and oil wells are exhausted, and withdrawn when needed.

The young chemist made his experiments at great personal risk, and wore a gas mask during the actual manufacture of the product.

Johnston county hog growers have found their cooperative shipments so profitable that they plan to add sheep and lambs in the series of regular shipments.

COTTON PICKER SAVES \$10.72 TO THE BALE

Memphis, Tenn., July 23.—John and Mack Rust said today a test of the mechanical cotton picker they invented had revealed a saving of \$10.72 a bale under hand-picking costs.

The test was conducted last season on the plantation of John Fargason, near Clarksville, Miss.

The average bale price per bale of hand-picked cotton was \$65.90 while the average for machine picked was \$65.50, they said, a difference of only 40 cents a bale. The average cost per bale of picking by hand was \$16.12 while the average for machine picking was \$5.

BROKE 13 BONES BUT DIDN'T HURT AT ALL

Des Moines, Iowa, July 23.—Leon D. Cates, Des Moines insurance salesman, suffered 13 broken bones and a concussion in an automobile accident but never felt pain.

"You see," he explained as he recovered in a hospital here, "I was unconscious for three days after the crash. For three weeks more I didn't feel anything. The doctors said it was because of the brain concussion."

Before he included lespedeza in his crop rotation, John Lyon of Yanceyville, Route 1, produced only 7 and 8 bushels of wheat per acre on a nine-acre field. This past spring, he averaged 15.3 bushels an acre.

FIRE! HAIL!

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IT MAY HAPPEN TO YOU

THE real danger of the highway grade crossing is not the unexpected approach of the train, but the failure of the automobile driver to exercise the utmost caution. Consider these two records:

Record No. 1—Within a recent ten-year period, the Norfolk and Western has expended \$3,400,000 for the elimination of highway grade crossings on its lines. To safeguard the thousands who cross its tracks at grade, the railway has spent more than \$780,000 for the installation of protective devices at crossings. For the maintenance of these devices and the pay of gatemen and watchmen, it spends approximately \$240,000 annually. For years, the N. & W. has carried on a vigorous and unremitting campaign to educate the automobile driver to "Stop, Look and Listen."

Record No. 2—Incredible as it may seem, about 20 per cent of all the grade crossing accidents on the N. & W. last year were due to automobiles being driven into the sides of trains, either standing on, or passing over, grade crossings; and 132 automobile drivers drove through and broke down crossing gates which had been lowered for their protection. A recent check at a number of protected crossings on the N. & W. revealed—first, that of the total number of automobile drivers who arrived at crossings after the warning signals had begun to operate and before the trains had reached the crossings, 61 per cent continued to cross the tracks in utter disregard of the warnings; second, that in practically every case the attitude and conduct of the driver indicated a full consciousness of the signal warning and its purpose.

Largely through its huge expenditures and constant vigilance in the interest of public safety, grade crossing accidents on the N. & W. have been reduced 40 per cent during the past ten years. But the tragic and utterly useless destruction of life continues.

This is the season when automobile traffic is heaviest. It is the "open season" for highway grade crossing accidents. The exercise of caution on your part may save your life. What you say to a friend may save his life. The N. & W. and the other railroads of the country cannot alone solve this serious problem. They are doing more than their part. Won't you exert every effort to do your part?

NORFOLK AND WESTERN RAILWAY