

**NEW SOUTHERN SCHEDULE
CHARLESTON DIVISION**

113	Marion to Rock Hill	7:16 a. m.
36	Rock Hill to Marion	9:57 a. m.
35	Marion to Rock Hill	6:36 p. m.
114	Rock Hill to Marion	8:08 p. m.

No. 35 makes connection at Blacksburg with No. 38 for north.

**A. H. MORGAN, Agent
SHELBY, N. C.**

**SCHEDULES
INTER-CAROLINAS MOTOR BUS COMPANY**

Leaves Shelby for Charlotte 7 a. m., 9 a. m., 11 a. m., 1 p. m., 3 p. m., 5 p. m., 7 p. m.—Leaves Charlotte for Shelby 8 a. m., 10 a. m., 12 Noon, 2 p. m., 4 p. m., 6 p. m.

SCHEDULE LINCOLN-TON-SHELBY BUS
Leaves Shelby 7:30 a. m., 10 a. m., 1 p. m., 3:30 p. m., 5:45 p. m.—Leaves Lincolnton 8:30 a. m., 11 a. m., 1 p. m., 3:00 p. m., 7 p. m. **AUTEN BROTHERS, Owners.**

SCHEDULE SHELBY-RUTHERFORDTON BUS
Leaves Shelby 8 a. m., 1 p. m., Leaves Rutherfordton 9:55 a. m., 2:15 p. m. **Z. V. COSTNER, Manager.**

SCHEDULE SHELBY-ASHEVILLE BUS
Leaves Shelby 8 a. m., 10 a. m., 2 p. m., 4 p. m., 6 p. m. The six o'clock bus stops off at Rutherfordton. **RED TOP CAB CO., Owners, Asheville, N. C.**

For Information Phone 450—Union Bus Terminal, Shelby, N. C. Schedule For Information Not Guaranteed.

**EDISON SEES 200 YEAR
OLD MAN IN FUTURE**

Brilliant Inventor Sees No Reason Why Turtles And Elephants Should Outlive Man. Considered Edison's Greatest Prophecy And One Firmly Believed By Him.

(Allan L. Benson in Dearborn Independent.)

Edison is Edison because he has imagination. What everybody with his eyes will see tomorrow Edison sees with his mind today. He gets a glimpse of many things before they rise above the horizon.

Edison now mentally sees the 200-year-old man. When he comes he will not be the exception—he will be the rule. The average man will live to be at least two centuries old.

A few days before Edison, on February 11th, began his seventy-ninth year, he talked to me about the great change that he saw coming in the duration of human life. He seemed to have no doubt about what he saw. He spoke as if it were all a matter of course. It was a matter of course to him because he had thought the subject out. He had taken his bearings and felt that he knew where he was.

"Life is now balanced against environment," he said. "On one side of the scale is our vitality. On the hostile features of our environment. These hostile features are always trying to kill us. Sooner or later they succeed. They will not always, however, be permitted to succeed. Man will intervene in his own behalf. He is already intervening. He is improving his environment. Just to the extent that he is improving it, he is increasing the duration of his life. He will continue to improve it until he will live with what might be called the minimum of resistance. When that time comes he will live long. I do not place limit at 200 years. I think the average human being will eventually live more than two centuries."

Edison, in all of his long life, never before said anything so important as that. Multiply the average duration of human life almost by four and nobody now living would know this world. The most tremendous changes in our habits, customs, and thoughts would inevitably follow. Beside such a world, our present earth would seem very poor and very miserable.

I asked Edison what he considered the most hostile feature of the average human being's environment. "His lower bowel," he replied without a moment's hesitation. "The average human being is a traveling poison factory. It is inevitable that the poisons shall be made, but they should not be carried around. What is kept inside is absorbed and put into the blood stream. Poisons tear down tissue and give rise to great variety of diseases. I believe that auto-intoxication causes most of our diseases. Get rid of it and we shall live much longer and be more comfortable. And it is possible to end auto-intoxication. It is all a matter of diet and lubrication."

What Edison sees coming—longer life—has been on the way for a good while, but it is coming now more rapidly than ever. During the Middle Ages the average European died at the age of about 21. In those times whoever lived to be 70 became a subject of wide discussion. Twenty years ago, the average duration of human life in the United States was 48 years. Now it is 55. It is said that five years have been added to the average human life within the last ten years. This statement is made in a book, entitled "Scientific Research and Human Welfare," by Professor Franklin Stewart Harris, which has just been published.

Fifteen years ago, a very prominent New York physician told me he did not believe anybody had ever lived to be more than 100 years old. He said he had investigated a great many cases that seemed to disprove his belief with out finding a single one that could stand examination. Those who claimed age in excess of a century were usually, he said, ignorant if not illiterate persons and in no case was there a particle of proof to support the claim.

That was fifteen years ago. Times have changed. There are now plenty of authenticated cases of life in excess of a century. Former U. S. Senator Cole, of California, died in Los Angeles last year at the age of 102. Edison expects to live to be at least 100. At the age of 78 he does not feel that he must be in a hurry about anything. "There is plenty of time," he sometimes says when he is discussing the work he has cut out for himself. "I shall live more than 20 years yet."

Longer Lives Means Greater Works. Edison, when he contemplates the 200-year-old man, sees a world about as different from this as a world could well be. There is already a tendency among all civilized peoples to reduce their birthrate, but when 200-year old men and women become the rule the birth rate will have to come down to about a quarter of its present proportions. Not so many persons will have an opportunity to experience life on this earth, but those who are born will have more of it. Otherwise, the struggle for existence would become so great that war would have to redress the balance between supply and demand.

A lower birth rate, in connection with a 200-year average of life, would necessarily imply, Edison believes, several interesting things. Women would have more than 150 years to devote to interest other than home duties. Youth would last long and all

other periods of life proportionately long. Youth might conceivably last to the age of 125 years. Why not? We consider one young now at least until he reaches the age of 35, notwithstanding the fact that the average duration of life is 55.

We see in the case of Edison how much it would free humanity to postpone, by about 150 years, the time for quitting this earth. Edison, with the expectation of approximately a century of life, feels, at the age of 78, that he still has time to plan and do things. How should we feel, if at the age of Edison, we knew that we had about 122 years more in which to work out whatever plans we might have in mind? One of the most serious drawbacks to human existence as we now know it is its exceeding brevity. We spend the first thirty or forty years of our lives learning how to do something, only to discover that we have not much time left in which to do it.

Death is thus largely a matter of putting experts out of business. An occasional man, as in the case of Edison, lasts a long time, but the average human being has at birth a present expectancy of only 55 years.

Occupational Change as Rest Cure. Edison has a horror of waste. This horror enables him to realize how much progress is retarded by a duration of life that is unnecessarily short. It is like an excessive labor turnover in a manufacturing business. We spend too much time educating each generation for what we get out of it. Or at any rate, we should get more for what we spend if each generation lived longer. The world is a great loser when a man like Edison dies short of 200 years. He knows his business. Having spent more than 60 years at sharpening his mind, it is sharp. It would be vastly to the advantage of the human race if he could be kept young and at his best for 100 years yet. And the same is true, to a greater or lesser degree, of every other person of ability.

Edison has also given consideration to the effect that 200 years of life might have upon the humble peoples of the world. What might they think of the prospect of 200 years in a coal mine, for instance?

This is a very interesting line of thought. A woman refused to take the Steinbach gland treatment, a few years ago, though assured that, at the age of 55, it would put her back 20 years. She said she did not want 20 years more of housework. She had done enough of it.

We may well believe that if the average duration of life were multiplied by four the world would have to give more thought to those who have uninteresting occupations. Millions could not be expected to put up with drudgery for 200 years. Existence on such terms would be intolerable. It would probably be found necessary to put as much as possible of the disagreeable work upon machinery and to shorten the hours of such as must still be done by hand. As a matter of fact, these things are already being done.

The world is getting rid of its disagreeable occupations. Men still mine coal, but other men are giving thought to the possibility of burning coal in the mines and transforming its energy into electricity. Little by little the bad jobs are being piled upon machinery and just as certainly the tendency is towards a shorter and shorter workday. By the time we have gradually lengthened life to two centuries we shall have as gradually got rid of disagreeable work and long hours.

Two hundred years would not be too long a life to suit Edison. He likes to live, he likes to laugh, and he likes to experiment. And, next to finding out what is so, he likes to find out why it is so. Having become convinced that it is wholly unnecessary for man to die even at the age of a hundred he does not place the limit at two centuries.

"There is no reason," he said, "why turtles and elephants should outdo man in the matter of age. Turtles live to be 200 or 300 years old and elephants the same. We shall yet do as much."

Shelby Man Enters Gaffney Business

Gaffney Ledger. John M. Jenkins, former Cherokee county supervisor, Monday announced he is making arrangements to enter the plumbing business here. Mr. Jenkins will have Clint Isler, recently of Shelby, N. C., in charge of the plumbing department, while personally he will continue electrical work, he said. Mr. Isler has already passed the examination required by the board of public works, Mr. Jenkins stated. He is preparing to move his family from Shelby to Gaffney, and will reside on Cherokee avenue.

Mr. Isler, who is originally from Blacksburg, lived here for a time about ten years or more ago, when he was connected with Mr. Jenkins' electrical business.

The furniture business at Chicago, is to be investigated. But not business amounts to much unless it is...

OPINIONS

Awakening of "Rip".

From Charlotte Observer.)

We are beholden to Eugene R. Black Atlanta big business man, for "shouting" praise of Carolina at a meeting of leading Georgia business men in Atlanta. A dispatch says he "shouted" when he told of the good roads up here.

"Why, their roads are wonderful," he is quoted as saying. "With one family where I visited we traveled 100 miles in a motor car after dark just to pay a pop call. And we got back early, too."

Mr. Black didn't confine his "shouting" to good roads, however. He bragged on the development of tobacco and textile manufacturing as well, and said, among other things:

"North Carolina is being built by North Carolinians who were born there to live and die there; and they are showing bed-rock faith in their state, just as Georgians must show in Georgia."

And so North Carolina continues as a shining example for the South, particularly, and it is "just lovely," as the modern young bobbed-heads say, to have a Georgian, and an Atlantan at that, hold us up as an example.

Mr. Black, to be sure, is not the only outlander who sings the glory of North Carolina. Every visitor, if he be a man of perspicacity and sound judgment, goes away from North Carolina in the same frame of mind as did Mr. Black; and Carolina spirit and pro-

gress is being preached from coast to coast. Who was it called North Carolina "Rip Van Winkle"?

NOTICE OF MEETING TO CONSIDER CHANGE IN COUNTY-WIDE PLAN.

In accordance with Section 73-A of the Public School Law of North Carolina, relating to the "County Wide Plan of Organization" the County Board of Education desires to give due notice of a meeting of all school committeemen and interested patrons and any citizens effected hereby, of a meeting to be held at 3:30 o'clock p. m., at the court house auditorium, 1st Monday in June, June 1st, for the purpose of considering the modification of the County Wide Plan so as to enable the County Board of Education to create a Special Taxing District involving the following districts, in No. 8 township, to-wit: Union, Fairview, and Delight. This May 18th, 1925.

J. C. NEWTON, Secretary County Board of Education.

NOTICE OF CHANGE IN COUNTY-WIDE SCHOOL PLAN.

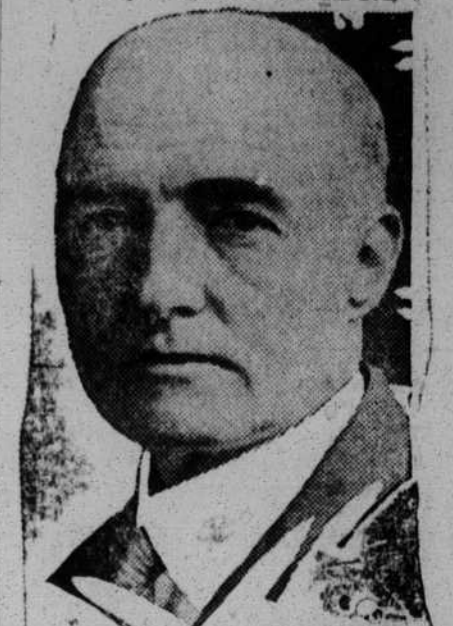
In accordance with Section 73-A of the Public School Law of North Carolina, relating to the county wide plan of organization, the county board of education desires to give notice of a meeting of the school committeemen and interested patrons and any citizens affected hereby, of a meeting to be held at 2 o'clock p. m., at the court house auditorium, 1st Monday, June 1st, for the purpose of modifying the county wide plan so as to permit an election if deemed wise in the following school districts in No. 5 Township, to-wit:

Waco, Marys Grove, Beulah, St. Paul, Beams, and Stubbs. All commit-

teemen, interested patrons, and anybody hereby effected in the above mentioned districts are notified and requested to be present at this meeting. This May 18th, 1925.

J. C. NEWTON, Secretary of County Board of Education.

Rear Admiral



Rear Admiral Edward Hale Campbell has been made judge advocate general of the Navy Department. He formerly was assistant chief of the Bureau of Navigation.

Mr. Mitchell, it appears, can converse just as well as a colonel as when he was a brigadier-general.—Indianapolis News.

You Can Make Money!

Illustration describes how easy it's done by making

BEST—PURE—PAINT

For **\$3.00** per Gallon

with

L & M SEMI-PASTE PAINT

It is White Lead and Costly White Zinc to assure longest years of wear, as proven by 51 years of utmost satisfactory use.

LEAST COST—because in Semi-Paste form, and therefore you mix 3 quarts of Linseed Oil into each gallon, and so make 1 1/4 gallons of Pure Paint for \$3.00 per gallon.

GUARANTEE—Use a gallon out of any you buy, and if not perfectly satisfactory the remainder can be returned without payment being made for the one gallon used.

FOR SALE BY

- AUL WEBB & SON, SHELBY, N. C.
- EETER HARDWARE CO., RUTHERFORDTON, N. C.
- IRKSEY & CO., INC., MORGANTON, N. C.
- HYNE, HARDWARE CO., NEWTON, N. C.

for Rapid Growth and building Heavy Egg Producers feed FUL-O-PEP GROWING MASH

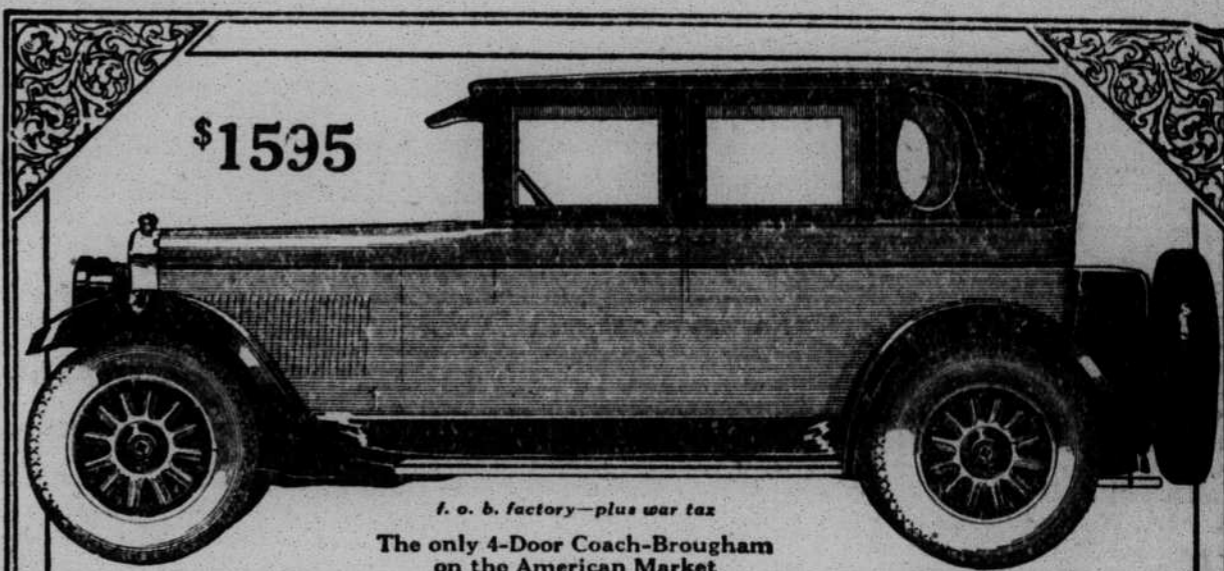
From the sixth week to the end of the fifth month put your chicks on this remarkable, growth-promoting feed. They will arrive at maturity in strong, smooth-feathered, fine condition, and bring you a handsome profit.

Let us help improve your flock with Ful-O-Pep—

Made by **The Quaker Oats Company**

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For Sale by Your Grocer or **McKNIGHT & CO., Inc.** Wholesale Distributors, Shelby, N. C.



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f. o. b. factory—plus war tax
The only 4-Door Coach-Brougham on the American Market

Performance

Who said speed was not possible—or safe—with balloon tires?

"Cannon Ball Baker" in his Rickenbacker Six, shattering one cross country record after another, has disproved all such theories and written a new chapter in motoring history.

Here is what he says:—

"Balloon tires are adaptable to high speeds, only provided the car is properly designed, in perfect balance, and possesses perfect 'steering qualities.'

"Rickenbacker Six has all those qualities; therefore I can protect myself from many shocks with soft balloons and still driver faster than any other car has ever averaged over the same roads.

"If steering spindles are not scientifically designed, the car will shimmy.

"If springs are the old type—deeply cambered, short, choppy kind—the car will jump all over the road and have a tendency to leave it at curves.

"If car is not in perfect balance, rear end will be 'chasing the front' all the time.

"If frame is weak, rear wheel will not be able to follow true!

"And, if brakes are not 100 per cent efficient—if they grab or jerk or skid the car when applied—then the driver must take turns faster than is safe if he would master his average. And, of course, taking a sharp turn at 50 or over is liable to 'roll' the balloons off.

"Rickenbacker steering, balance, springs and double depth frame, give a degree of stability, steering precision and ability to 'hold the road' to a degree I never have found in any other car.

"And the mechanical 4-wheel brakes, render it unnecessary to take turns at dangerous speeds.

"I can decelerate from 70 to 20 miles per hour in a few feet—take the sharpest curve, and then with this 65 horse power motor, get away again so quickly as to make an average which guarantees any record I go after."

**R. C. THOMPSON'S GARAGE
SHELBY, N. C.**

Rickenbacker
A CAR WORTHY OF ITS NAME

