

## CLEVELAND COUNTY FAIR--TUESDAY THRU SATURDAY

### EVOLUTION AS A HUMORIST SEES IT

The discoveries of Thomas Pickering, writer and humorist, regarding evolution are very entertaining and from the standpoint of wit settle the controversy:

"That there can be no shadow of doubt man came from the lower animals is disclosed from researches this writer has made in the archives of the English and American languages and by excavation of innumerable idioms, similes, metaphors and other figures of speech. He says:

"Certainly man came from the animal. The facts are indisputable, irrefragable. Darwin didn't know half of it. Darrow is but a superficial thinker and Huxley's prognostications face into insignificance when the facts are revealed. Take our language. It all points to animal life of the lower order. In the first place man is born by the stork; then he crawls and whines and before long he is a regular little pig. He grows up like a week.

"Later on in life he is a poor fish and a sucker, but often acquires horse sense. Road-hogs flourish, end-seat hogs obstruct, and the early bird gets the worm. People look sheepish, act

calfish, crawfish, growl, snarl and be the hand that feeds them. Women are butterflies and vampires; some husbands are insects. Both men and women are bull-headed, and some are snakes in the grass. Occasionally one meets a consummate ass. Wise old owl, sly old foxes and eagle eyes prey upon their fellowmen. Sometimes a dirty dog runs amuck. Kangaroo courts are common. Clodhoppers hop and jay-walkers walk. All of us get stung without a bee in sight, and the female is more deadly than the male.

"Aviators hop off and fly. Old maids get catfish, and maids that are not so old are kittenish. Men are sharks, old bears, wolves in sheep's clothing, and pull the wool over our eyes. Some folks are 100 per cent bull. We lionize heroes. Who is not acquainted with some old crab or silly goose? Men are lobsters, they shut up like clams, and some crawl in their holes. Every county seat has its court house rats; every town has its chickens and old hens. The whole world is invested with parasites.

"We develop elephantiasis, horse's neck and a whale of a lot of other

things. We are landlubbers, sea-dogs, turtle doves and otherwise fine birds such as lame ducks. We are dark horaces, hunks of cheese, little shrimps and often wiggle out of things. We do the goose step, the turkey trot, and the camel walk while we get a bump on ourselves. We have our bear cats, ham actors, and jackleg lawyers. We sing like canaries, laugh like hyenas, shed crocodile tears, and hound and buffalo one another. We are stubborn as mules, slick as eels, but often have to pony up. We are big frogs in little ponds and little frogs in vice versa ponds. We make 'em pigeon-toed, walrus-toothed pug-nosed, monkey-faced, chicken-hearted and cock-eyed; and all of us are more or less cuckoo. Finally we sing our swan song and croak; still the half has never yet been told. But it's all monkey-business and it gets out goat. Ain't science the snake's hips!"

### Flags Will Descend Worth \$10 At Fair

Chas. L. Eskridge, local dealer for Fords, announced that on each day of the county fair next week he will send into the heavens a large bomb which will explode in mid-air and release a parachute to which will be attached an American flag. This flag will float to the ground in or near the fair ground and the one who recovers the flag will receive a credit memorandum of \$10



A Peep Over The Midway At The Fair Grounds

to be used on the purchase of any Ford car, truck or tractor. These flags will be released one each day of the fair and are a novel way of advertising, although it means a cost of \$50 in merchandise to Mr. Eskridge.

Mr. Eskridge will also erect an incline with a forty per cent grade on which Ford motor vehicles will dem-

onstrate their pulling power. This will be another feature of the free attractions at the county fair which begins Tuesday.

### Horse Trained By Pop Geers At Fair

Turf fans at the Cleveland County Fair next week will get a thrill out of some of the steeds entered. "San Rusia" trained by "Pop" Geers, perhaps the greatest character ever known on America's race tracks, has been entered. The horse is owned by Colonel McElroy, of South Carolina, who will enter two other horses.

It will be remembered that "Tramp Past," one of the McElroy horses, ran away last year on the half mile track and gave the packed grandstand a big thrill that was not booked.

### ADAM VICTIM OF GOUT ASSERTS ANCIENT PAPER

London, Sept. 22.—Adam died of the gout, says an ancient document held by the Herald's College of London. The document, the origin of which is unknown, but which was written in the sixteenth century, professes to trace the genealogy of the Saxon kings back to Adam and Eve.

It asserts that Adam succumbed to the "gout" and was buried in Hebron. Whether, if he had continued to eat an apple a day he would have kept the doctor away, is not mentioned.

### Ford Has Made Money at Rate Of \$1.25 Second

Cleveland.—Henry Ford has been making automobiles for 23 years, and today his business and personal wealth is estimated at more than a billion dollars.

A mathematical shark here has figured it out that if Henry would quit work now, convert all his wealth into one dollar bills, and start counting them it would take him 120 years to do the job by counting at the rate of \$1 a second.

In other words if Henry had started working for \$1 a second, \$3,600 an hour, it would have taken him 120 years instead of the 23 to have made his money, working eight hours a day.

Take out your watch and watch the hand tick off a second, and then think that for every one of these seconds that have been ticked off in the 24-hour days of the last 23 years, approximately \$1.25 has been added to Ford's wealth. And this does not take into account the amount of money he has spent.

### ALLEN DECLARES INTRODUCTION OF SCHOOL TRANSPORTATION IS REVOLUTIONIZING STATE'S LIFE

Raleigh.—Introduction of the system of transportation of school children in this state not only is revolutionizing the educational life of the state. It has already done it. And it is rapidly revolutionizing the whole life of the state.

That was the statement of Superintendent of Public Instruction A. T. Allen, today, in discussing the growth of the school consolidation idea and the coincident growth of the transportation of children from their homes to the schools, and return.

"If you doubt the statement," Mr. Allen continued, "all you have to do is to go into one of the communities where one of these consolidated high schools has been in existence for a year. The whole life of the community and the surrounding territory is being affected, Mr. Allen said. The schools are having the effect of bringing new interests, new ideas, and new life to entire sections.

Consolidation which is growing rapidly in this state necessarily had to wait the development of the system of transportation of school children, and that in turn, has been developed along with the growth of the road system of the state.

Consolidation, based on the transportation of the children, Mr. Allen said, is having three specific effects. It is widening communities and community interests; it is providing better educational facilities for the children brought to the consolidated schools; and it is resulting in longer school terms. The latter feature, he said, was due to the reaction of the people of the community. "When they get a taste of good schools, they want more and provide longer terms for the schools."

The result of further development of the system of transportation of school consolidation the two going along together with the bringing of a good high school within reach of the estimated 50,000 rural boys and girls who now have no access to such a school, Mr. Allen said in answer to a question as to the ultimate result of the logical development of the system. He then quoted figures to show the result of the two ideas, transportation and consolidation, within the past few years.

On result of the development of these two systems has been to reduce the 3,000 one teacher schools in the state five years ago to 1,500 at the present time, he said. It has also helped greatly in the increase in the number of high schools.

In 1917, when, under the supervision of Dr. Joyner, Mr. Allen said, the \$50,000 high school aid fund was established, there was not a high school in the state, outside the special carrier districts. A year after that fund was established, there were 138 such schools, with an attendance of 4,000.

These high schools had to be established, however, he said, in thickly populated districts, and it was necessary for dormitories to be erected in order to take care of the county children. This gave the "county people a taste of high schools," said Mr. Allen, and when reconsolidation and transportation began, the high schools began a more rapid increase until there were 40,000 rural boys and girls in high school in the state during the school year 1924-25.

The transportation of school children was first begun in 1912 by Ohio, Indiana, and Iowa, with horse-drawn vehicles, operating on a basis of a radius of three or four miles. Development of good roads and of motor vehicles has increased that radius to 15 miles in this state. Last year, in fact, Mr. Allen stated, one route in Caswell county was 18 miles. This was

over sand-clay road, and the record made was cited by Mr. Allen as unusual, the truck never missed a day and the children never arrived at school late during the entire school year.

This radius is destined to lengthen, Mr. Allen believes. For after all, he pointed out, the cost of transportation of children is based primarily on the cost of the trucks and pay of drivers and the addition of a few miles to the route has little effect on the cost per pupil.

"Is it true that school consolidation and the transportation of school children is having a tendency to destroy the communities, by destroying one of the community centers—the schools," Mr. Allen has asked.

His answer was emphatically in the negative, "What it does," he replied "is to broaden the communities, and thus broaden the idea of those in the communities. In the same way, the development of transportation facilities is broadening communities and increasing contacts all over the country."

"Not consolidation," he said, in answer to another question, "but the general increase in educational facilities, and the increased number of children receiving education is responsible for the movement of young people to the cities.

"As the children learns about the world, they have an increasing desire to get out and see something of that world, hence they leave the country."

But that is a phenomenon that Mr. Allen is not worried about. The number of farmers who remain in the country will largely be governed, in the end, by supply and demand—for stuffs, he believes. In the past, in fact, he suggested, too many people have been on the farms for the good of the farmer himself.

### "HAPPY JACK" WILL BE AT COUNTY FAIR

739-Pound Man Coming Next Week With Nat Reiss Shows. Is the Original Entertainer of Fat Men.

"Happy Jack" Eskert is coming to Shelby.

That announcement, in itself, means nothing, but when it is understood that "Happy Jack" weighs 739 pounds and is conceded the greatest one man entertainer on earth, the announcement takes on meaning.

"Happy Jack" is one of the star entertainers with the Nat Reiss shows, which are coming to Shelby this year to furnish the "Pleasure Trail" attractions at the Cleveland County Fair. In addition to "Happy Jack" there are fourteen other high-class entertainers and all of them are "fit for all the folks", officials of the fair announce.

"Happy Jack" is thirty-four years old and he has entertained tens of thousands of people in all parts of the world. He is just what his name implies, and although he is ultra-fashionably obese he is the happiest piece of humanity on earth today—happiest, because there is none of him to be happy. In fact, he fairly radiates happiness and he is said to be the greatest one-man gloom-de-stroyer on earth.

He is the largest Elk, the biggest Moose and the heaviest W. O. W. on earth.

There are many fat folks in the world, some of whom call themselves "Happy Jack" but there is only one "Happy Jack" Eskert and he weighs 739 pounds.

## Our Anniversary The Paragon Furniture Co.

1919 - 1925

### Is Keeping Step

with the wonderful growth of Shelby and Western North Carolina.

This firm started business in 1919 and gross sales for that year were \$47,758.90. This year sales increased \$29,000 over last year. The ONE HUNDRED THOUSAND DOLLARS MARK has been passed long ago. We are nearing the QUARTER OF A MILLION MARK a year.

Just a few months ago the entire display floors were refinished and five thousand more square feet of floor space was added, giving us OVER TWENTY THOUSAND SQUARE FEET OF FLOOR SPACE.



### OUR EXTENSIVE LINE

The Paragon handles a complete line of furniture, house furnishings and burial supplies, representing the leading manufacturers. The first floors are devoted to Living Room, Bed Room, Hall Furniture and home furnishings.

The Second floors are devoted to dining room furniture, rugs, odd pieces and burial supplies.

### OUR TRADE HAS BROADENED

The Paragon's trade has grown beyond Shelby. This well known firm covers Cleveland and adjoining counties. Our trucks are on the go all the time delivering high grade furniture and home furnishings to customers.

### OUR UNDERTAKING DEPARTMENT

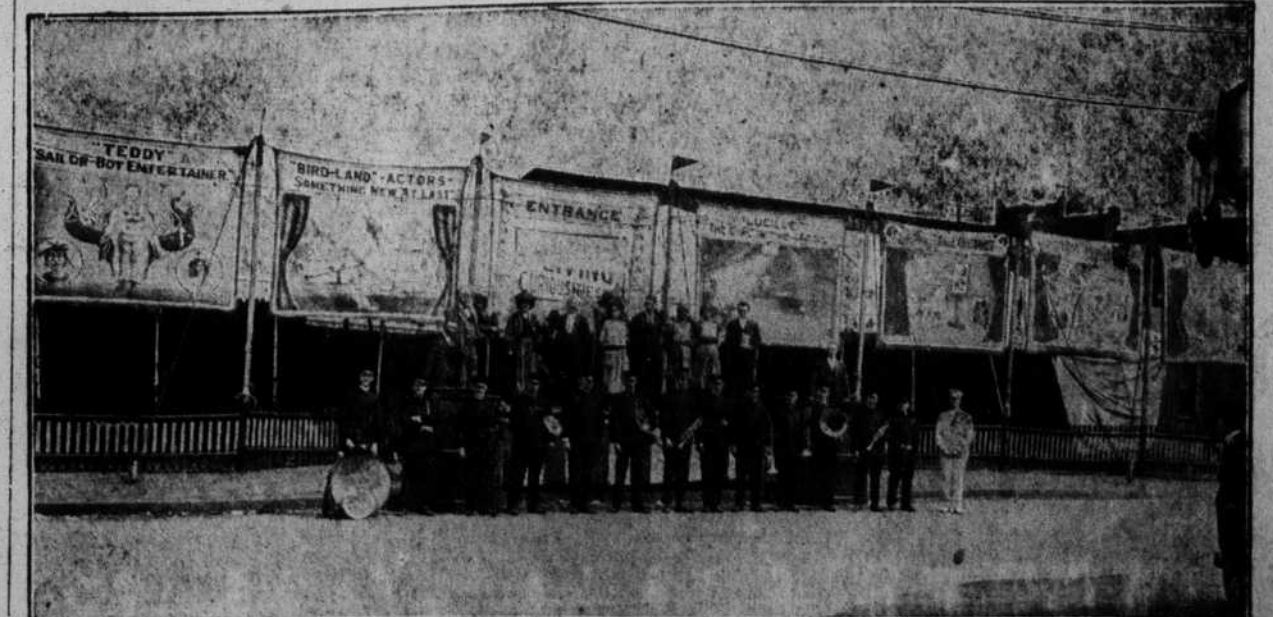
is well equipped, having the very latest equipment such motor, hearses, grave covers, lowering devices, tents, chairs, flowers and other up-to-date equipment for first class funerals.

The public is invited most cordially to visit our place and spend an hour viewing the beautiful displays.

## The Paragon Furniture Co.

"ON THE SQUARE"

Shelby's Leading Furniture Dealers and Undertakers



THE BIG BAND WITH THE NAT REISS SHOWS AT THE CLEVELAND COUNTY FAIR NEXT WEEK.