

# Page Says Goal In Highway Building Is Not Yet Achieved

"By means of good roads in North Carolina, the best things anywhere are being known everywhere and are being adopted accordingly," declared State Highway Commissioner Frank Page, in an address at the meeting of the North Carolina Society in Washington, D. C.

Mr. Page was introduced to the North Carolina colony at the national capital by Commissioner of Internal Revenue David H. Blair. Dr. Wade H. Atkinson, president of the society, presided.

One of the features of the meeting, at which the 151st anniversary of the signing of the Mecklenburg Declaration of Independence was celebrated, was the reading of that historic declaration of rights by Miss Julia Alexander, of Charlotte, member of the State legislature and descendant of one of the signers of the declaration.

Mr. Page declared that for many years North Carolina had allowed the good in the State's history to be forgotten while they paid tribute to the glories in the histories of other states. North Carolinians knew the history of other States while they neglected their own, he said. "Older North Carolinians can remember, he declared, that while they boasted that they were from North Carolina they could give no reason for their pride.

**Sprung Surprise**  
"About ten years ago," he said "the eloquent tongue of the late Governor Bickett first arrested the attention of the nation with the announcement that North Carolina, if not arrived, was at least on the way. Since that time others have conquered their modesty and we have been getting a few people in other States told. Scarcely a month passes over that some national magazine, great metropolitan paper or some distinguished orator does not catch the attention of the public with the story of North Carolina's achievements.

**Highway System**  
"Even North Carolina's modesty however, cannot justify me in omitting reference to one of the State's achievements—her mighty highway system. This year will complete five years of construction under the present system, giving us a maintained system of 6,400 miles connecting every county seat and principal town in the State. Of this amount, approximately 5,000 miles will be of modern construction, of various types to meet the varied demands of traffic. The total cost in round figures will be one hundred million dollars. The revenue to support it is provided by a tax upon motor vehicles and motor vehicle fuel; and the saving in wear and tear and increased mileage per gallon of fuel has been demonstrated to be greatly in excess of the tax. Thus, in brief, the word has come to recognize the high spots in our development.

"But you say what's this highway system anyway? A part of the answer may be found by a banker in the the hundred million dollars spent in the past five years. A part of the answer may come from a statistician, in the three thousand or more miles of hard surfaced roads completed within the same time. A part of the answer may come in the more than three thousand miles of other types of improved roads which are kept in first class condition by the State maintenance forces, so that one may travel at all times in comfort and certainty from the mountains to the sea. That is, however, only a part of the story translated in dollars and miles, but the real value of improved roads in North Carolina can only be translated by service rendered to the people who use them. This service may be measured by means of tangible saving in vehicle operation cost, the saving of transportation per ton mile, the decrease in the wear and depreciation of your automobile, the increase in the value of farm products moved over the road on account of ability to market the products in reasonable and quick time, and by means of the intangible things such as aesthetic influence on the population.

**Not One-sided**  
Mr. Page denied the statement that good roads are sapping the small towns and rural sections and benefiting only the cities.

"Sometimes," he said, "the small town or country merchant complains that his customer drives away to the city to trade; but he forgets that unless this customer had the opportunity to drive into the city and trade or see the show, and return to his quiet home, that such a customer would soon tire of the smaller community and move to the city and then he would lose all of his trade instead of a part. He forgets again that these same good roads enable scores of his customers to carry to the market and sell at a profitable price thousands of dollars worth of products of the farm that would otherwise be waste or never produced at all, and thus multiply the purchasing power of his customer. He forgets that the development of roads has paved the way for the school truck and led to the establishment of consolidated rural schools, comparable to the best the cities afford; and thus the ambitious parent can still stay on the farm and educate his child.

"The distinguishing feature of North Carolina's state highway system is that it binds the whole State together. Trucks carrying fish from the sea coast, early vegetables from Pender and Duplin counties, peaches

from the Sandhills of Moore and Richmond, or apples and cabbage from Mitchell and Yancey, all have equal opportunities and find ready markets for their wares in the great industrial towns of central Carolina," he declared.

## The Mountains Of North Carolina

(Editorial in Tampa Tribune.)

Every one likes variety—a change now and then, from home. The peaks of western North Carolina, the highest east of the Rockies, have a special

appeal to Floridians, so many of whom spend happy vacation days there.

The Tribune is pleased to be able to present, today, one of its best special sections, 16 pages devoted to description of that famous summer resort territory. This is the first out-of-the-state section ever produced by any Florida newspaper, and it will prove a fascinating reading.

The Tribune's efficient and indomitable publicity ambassadors, L. H. Turner and C. H. Pylar, originated and compiled this interesting section. They sold both Florida and the Tribune to those enterprising people of western North Carolina, who are our near-kin when it comes to progressive and productive methods.

As many Tampa people already know the Carolina mountains offer a wide variety of attractions, within the reach of limited purses, as well

as places for this with more to spend. Today's Tribune gives much new information about that country's advantages and recent extensive development of its resort centers.

The advertisements, photographs and stories show not only the scenic beauty but the business opportunities, real estate, manufacturing importance and industrial growth, the fine schools and marvelous new highways in all quarters of the state, its agricultural advance, its favorable living conditions.

Western North Carolina and South Florida have long been close friends, with frequent interchange of visits, summer and winter, by the good citizens of both. The Tribune hopes that today's production will add something to this common interest and friendly spirit by familiarizing Florida with the Land of the Sky.

### The Mosquito Car

Gastonia Gazette

"Pa, can I have the mosquito auto tonight? Gotta date!" Soon will this eventide call reverberate through the lands according to the auto makers who are about to launch a traffic size car with 40-inch wheelbase known as the "mosquito style."

Problems of traffic have made this baby car necessary, they say.

Mosquitoes can dart through intricate mazes, but mastodons and behemoths are merely blocks in the wheel of progress.

Hence the tiny car and the death knell of the boxom hussies of the auto family.

With the admission of a traffic

### TURNER'S INDIVIDUAL GRAIN THRASHER



Most Practical Machine In Individual Tractor Field

If you are going to buy a Thrasher this season and want to save money, do not place your order until you have seen or investigated the Turner all-steel Thrasher—the best in the field. Will be sold this season direct from factory to user. Special low introductory prices. Come in and see this machine or write for full descriptive literature and prices.

C. H. TURNER, Manufacturer Statesville, N. C.

problem huge enough to warrant the death knell of the standard cars and the birth of this new species, it is not preposterous to prophesy a future age entirely autoless.

It is only the old truism that convenience makes an inconvenience many of us know herds of people who, owning several cars, prefer to ride the street cars, in peace, letting somebody else do the dirty work.

We ourselves may be among that host who prefer to have the peaceful and distinctive pleasure of tarrying at home in the joy of quietude on

Sundays and holidays whilst the rest of the world keeps up the week's nerve-strain on honking and crawling and breathing dust.

Ruskin it was who inveighed against a raucous age of too much iron and steel and prophesied the doom of too much and many engines.

Correct this sentence: "He made good in the city," said Si, "and none of the home folks was s'prised."

Not all women love pistols. In Maryland a wife lived to be whipped by the sheriff.

## STATESVILLE PAPER SEES HOEY AHEAD

Hoey Might Make Contest For United States Senate Not Worthwhile, Opines Writer

Statesville Daily

Former Governor Morrison makes definite announcement that he will be a candidate for the United States Senate, six years hence. The statement, which isn't a surprise, carries of course the usual reservations—if the former governor is alive and in health and of the same opinion as now. Much can happen in six years, as he realizes. There could be a vacancy, from death or otherwise, for a Governor to temporary fill, within the six years. If the Governor should appoint another than Governor Morrison, should name a strong man, say Clyde Hoey, for instance, the Charlotte man, even if alive and in good health, might not think the contest worth while. But all that is included by implication in the reservations. All that is definite is that Senator Overman may have one term more, if he survives that, as his friends devoutly hope he will, he is expected to retire to private life. No doubt the Senator will be entirely agreeable; he is an old man now and there is a limit to the service of even the ablest of men, although there are instances, especially in public life, of where members of Congress and judges of courts have shined for ability and efficiency when they were long past the Overman age. But why should a man who has had abundant honors want to undergo the harassments and annoyances of political strife in his old age? It seems reasonable that one would want to quit and enjoy the satisfaction of feeling that he didn't have to struggle. But not many of them want to quit. They want to die in harness; and sometimes they make a serious mistake by holding on. Enfeebled by age, they are liable to errors which may dim former service.

The readers who may be accustomed to reading into the printed word something that isn't there, will please take notice that the foregoing doesn't say that Senator Overman is too old and should quit now. On the contrary the Senator is yet active and efficient. It is simply calling attention to the fact that Governor Morrison is amind, if things go well, to try to take his job away from him six years hence; and it is suggested that the Senator may be content to quit then. But it isn't telling anybody that the Salisbury man should quit now, or that he will quit even six years hence.

**— SAVE MONEY —**

You save 1c a gallon on gasoline and more on repairs, oils and accessories. Stop any day and try our expert motor car service.

We are out of the high rent district.

**SOUTH SHELBY GARAGE**  
J. B. WILLIAMS, Proprietor.

**SEABOARD AIR LINE RAILWAY COMPANY**  
Arrival and Departure of Passenger Trains at Shelby, N. C.

Lv.	No.	Between	No.	Ar.
4:50	16	Monroe Rutherfordton	16	4:50
12:27	15	Rutherfordton Monroe	15	12:27

Schedules published as information and are not guaranteed.

E. W. LONG, D. P. A., Charlotte, N. C.  
or H. A. HARRIS, Local Ticket Agent

**--- IN NEW LOCATION ---**

We take pleasure in announcing that we have moved to our New Funeral Home on West Sumter St., formerly occupied by Judge B. T. Falls.

Here I have fitted up one of the most up-to-date Funeral Homes that you will see any place. You are invited to come in any time and inspect our place.

An assistant will occupy the up-stairs and care for the Home and visitors at all hours, day or night.

**PALMER FUNERAL HOME**  
PHONE 61 — AMBULANCE SERVICE

**Better Service Lower Prices**

On and after June first the **SANITARY MARKET** will do a cash business only—with **DELIVERY SERVICE**.

A cash store plus **DELIVERY**.

We believe by this method we can sell meat at lower prices, and thus better serve our patrons. The price of meat is continually going up, until prices are such it seems to us advisable to institute a method to prevent transferring a greater increase to the consumer than is absolutely necessary.

We guarantee you the best of service, and will quote prices through the local papers from time to time.

**Sanitary Market**  
— PHONE 48 —

# VOTE FOR JOE!



This is NOT his Picture; but Joe Murphy is a candidate for Solicitor and he is on his way.

### Average Life Auto Over Seven Years

If you're an average driver, running an average automobile in an average way, you may expect your car to last an average of 7.04 years.

Which points to the fact that automobiles have been placed under the close scrutiny that equals the exact statistics insurance companies have about us human.

Heretofore the method of estimating the life of a car was along some what of a hit-and-miss method. Now Prof. C. E. Griffin, of the University of Michigan, has more exact figures on automobiles than have ever before been compiled.

Griffin has applied actuarial methods to automotive statistics. He has given the automobile "population" a specific death rate and an "expectation of life," corresponding practically to those of our own lives. He has taken automobiles in Michigan on which to base his figures, over a number of years that will "die" during this year and next.

Although he expect a loud uproar from proud car owners, he makes the startling announcement that the lowly Ford has quite a longer life than this average of 7.04 years. He didn't include the Ford in figuring the average because as against others. Figuring Fords in one class, and all the rest in the others, he came to almost similar "death curves."

From his statistics Griffin finds: That the expectation of life of cars in use today is 7.04 years.

That the average age of cars in use December 31, 1924, was 3.07 years.

That the death rate of cars this year will be 1,710,600 plus 0.22 per cent of the 1926 additions for the entire country.

That the death rate of cars in 1927 will be 1,810,000 plus 0.22 per cent of the 1927 net additions and 2.05 per cent of the 1926 net additions.

That more than half the cars built in 1920 are still in operation.

#### What Akin Are They

L. A. Fox, aged 52, who lives on Route 2, seven miles from Taylorsville, Alexander county married for his second wife, Mrs. Susan Catherine Martin, who is his second cousin. Mr. Fox had a son, Marshall H. Fox, who married Minnie Benfield, a sister of his father's wife. Following her death, Marshall Fox married a second time and this time took as his wife the daughter of his father's second wife, Miss Ola Martin.

What relation is young Fox to his father and what kin are the women of the household is what the Fox family would like to know?

The column takes this opportunity dictate.