

### SEEK TO COMBAT AMERICAN 'FADS'

New French Society Has "Europe For Europeans" As Its Battle Cry.

Paris.—A kind of half hearted publicity campaign has begun in certain French newspapers describing the ideals of a secret society directed against the spread of American influence in Europe.

This society, it is stated, is not anti-American. The society is pro-French, pro-European, and while it does not seek to perpetuate the ancient traditions of the continent, it will attempt the arduous task of allowing European tendencies to develop without the influence of "materialistic America."

According to the rather fitful publicity of this group, there is no special handshake, no emblem, and no meeting place. The headquarters is all of Paris. The members are merely Frenchmen who venerate things French, who prefer the European idea of spiritual as against the American idolatry of things purely practical. Says one of their members interviewed in the press: "We detest this application of purely material forces to intellectual activity. We detest this primitive and pretentious worship of a science which seeks only the amelioration of conditions of life, which is only the vulgar adoration of quantitative records and the decline of the appreciation of spiritual values."

#### Boycott Proposed.

"Everywhere we see this insensate fondness for things American. It was Baudelaire, the translator of Poe, who declared America would some day colonize Europe. Now Europe does nothing whatever about it. We want to defend ourselves as colonized peoples do against their colonizers; that is, the operation of a system of boycotting."

Among the objects of this boycotting the pro-Europeans mention specifically:

We shall buy no more American tobacco.

We shall buy no more American alcoholic beverages.

We shall not use American automobiles.

We shall keep out of American bars.

We shall go no longer to see American films and operettas, however regrettable.

We are all pioneers of a defense organization which will some day be spontaneously created, automatically organized throughout Europe.

#### But As For Movies.

This credo, happily for American industry and enterprise, does not seem to be very generally sponsored by the Europeans themselves. As this article is being written it is raining, and despite the rain there is a record crowd trying to get inside a cinema palace across the boulevard to see an American picture, which, however banal and Pollyanna like, seems to attract the Europeans.

Probably in the crowd there are dozens of Frenchmen smoking American cigarettes, who ten years ago would not have touched them. They are wearing soft collars, which is an Anglo-American innovation. Alongside of this cinema is the branch of an American talking machine company, which seems to be doing a land-office business.

As for American alcoholic beverages, it is presumed the men buy British gin or stout, unless the American bootleggers are going in for the export business. As for American automobiles, Europeans are buying them more and more simply because they ride better, look better, cost little more, and are beginning to wear as long as the European car.

#### BLACK CAT TURNS WHITE FROM FRIGHT IN STORM

London.—A black cat that had turned white from fright, according to the crew of the Lowestoft fishing vessel Gladys, was among the survivors of the boat landed at Grimsby after being rescued during the recent storms in the Channel and North Sea. The crew abandoned the Gladys off the German coast and their mascot shared all their terrifying experiences.

Their story of the cat's color transformation found credence with the Superintendent of the Dispensary for Sick Animals.

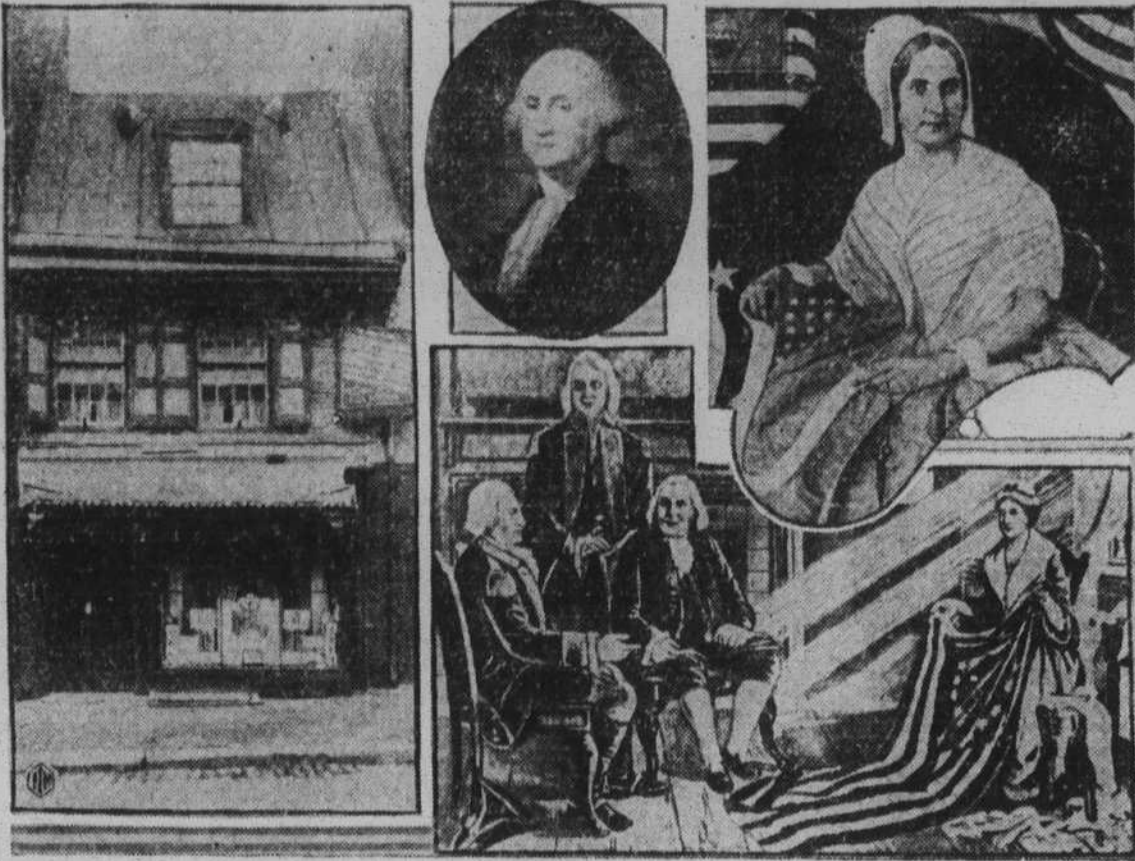
"We often have animals here that turn strange colors as a result of their experiences," he said.

#### NOTICE OF SALE TO SATISFY

**MECHANICS LIEN**  
The undersigned claims a mechanics lien for labor performed and material furnished in the repair of a Hudson sedan Model 1928, serial No. 803470, Motor No. 500558, property of F. B. Summey of Mount Holly, N. C. And to satisfy said lien, the undersigned will sell said automobile as provided by law at public auction for cash to the highest bidder at 12 o'clock, Noon, on Saturday, January 11, 1930 in front of the court house in Shelby, North Carolina.

This the 23th day of December, 1929.  
S. S. SUMMEY, Shelby, N. C.

## She Finds a Lasting Place in History



On January 1st, 1752, in the city of Philadelphia was born a baby girl who was destined to play a part in the history of our country which time cannot efface. On that day was born Betsy Ross, who plied her needle unceasingly for George Washington's troops and for the Father of our country himself. Betsy Ross was entrusted with the work of making the wonderful flag with its thirteen stripes and circlet of stars, the first flag of freedom of the United States (left). The upholstery shop at Arch Street, Philadelphia, birthplace of Betsy Ross (inset). George Washington, to whom Betsy Ross presented the new flag of the new born nation. (Upper right) Betsy Ross, (lower) Betsy Ross presenting the flag to the Commander-in-Chief of the Revolutionary Army.

(International Newsreel)

**L**IBERTY, happiness, prosperity, all these wonderful things that we take for granted are symbolized best by our national flag, affectionately known as "Old Glory." And it does not take much imagination to visualize how much the designing and making of that flag meant to the band of men in whose hands lay the destinies of an independent people determined to found a country, rather than be a colony.

It is very appropriate, therefore, that the woman who made our first flag, should have been born on January 1. For, New Year's Day, 1752, was the birthday of Betsy Ross, the first needlewoman of our country. And although we like to imagine that this is the day of the business woman, it must go on

record that Mrs. Ross, young, bright, and very shrewd, ran a very prosperous upholstery business on Arch street, below Third, in Philadelphia. She was the widow of John Ross, nephew of Colonel George Ross, who was one of the committee appointed by Congress in June, 1776, to design a suitable flag for the nation. George Washington, who was one of the committee, had frequently called on Mrs. Ross to embroider his shirt ruffles and do other needlework for him, and so it was to her that he turned for advice about the flag, how it should be made, so that it conformed to the rough drawing that had already been made embodying the ideas of the committee.

Mrs. Ross objected to the six-pointed stars in the original design, suggesting in place the five-

pointed star because it was easier to make. To demonstrate the ease with which such a star could be made, the vivacious little widow folded a piece of paper and produced one by a single snip of her scissors. The sketch was redrawn in pencil by George Washington, and with a few minor alterations, a banner that approximated the ideas of Benjamin Franklin and others who had made suggestions, was adopted. Mrs. Ross was then entrusted with the work of making the wonderful flag with its thirteen red and white stripes and its circle of thirteen white stars, which was to symbolize that the new nation would also be without end—that it would endure for all time. And for her services, Betsy Ross deserves her niche in the hall of great American women.

(International Newsreel)

## COMMANDER BYRD WINS PROMOTION FOR POLE FLIGHT

Hoover Signs Bill Making Famous Aviator A Rear Admiral. House Applauds.

Washington.—The Commander Byrd who went to the South Pole will return home Rear Admiral Byrd. In fact, the "Commander Byrd ceased to exist last week and in his stead was created the new

Rear Admiral on the retired list of the United States Navy. This happened when President Hoover signed the bill providing for the advancement of the polar explorer, which only a few hours previously had been passed by the house of representatives, the action being accompanied by the applause of its members. The measure, which passed the senate recently, provided that the rank, pay and allowances should become effective from the date of approval by the president.

The bill recited that the promotion was in recognition of Admiral Byrd's "extensive scientific investigations and extraordinary aerial explorations of the Antarctic continent and of the first mapping of the South Pole and polar plateau

by air." Rear Admiral Byrd will be the youngest officer of that rank, Congress "jumped" him over the rank of captain, as it did Rear Admiral Robert E. Peary when he was similarly honored for discovering the North Pole. Admiral Peary's rank was raised by an act of congress in 1911 and was made to date back two years to the day he actually discovered the pole.

Instances of naval officers "jumping" the rank of captain were said to be very rare. That rank is considered the hardest grade for a rising officer to make on his route to a rear admiral.

Rear Admirals of Byrd's age, 41 years, are also rare in United States naval history. Rear Admiral Gray-

son, President Wilson's physician, was one of the exceptions, having received the rank at 37. Charles Wilkes, another Arctic explorer, remained a lieutenant until he died. Rear Admiral Byrd has received both his advancement from a lieutenant commander and the one completed last week through acts of congress. The first promotion followed his flight over the North Pole. He has been on the retired list while on leave to carry out the exploits for which he is thus being honored. As a retired Rear Admiral he will receive a salary of \$4,500 a year.

Edgar Coulston, 10, of Ottumwa, Ia., fell 20 feet from a window while asleep, and was found still asleep and uninjured.

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# 16.75

It's hard to announce an event of this kind without getting too enthusiastic about it. However, we'll leave it to you to register the enthusiasm after you have seen these truly outstanding values. But don't delay... we would rather you'd be enthusiastic than disappointed.

### Other Outstanding Values in Men's and Young Men's Overcoats

## at \$13.50



# J.C. PENNEY CO. INC.

MASONIC BUILDING. SHELBY, N. C.

### Buick Increase In Sales Gratifying

A remarkable feature of business conditions in the two Carolinas today is that during the months of August, September and October, the Buick Motor company sold 46.4 per cent and in some areas 100 per cent, of all cars listed in Buick's price class in North and South Carolina, which includes 14 other makes, is the statement made by Lee A. Polger, zone manager.

"Another feature which gives us great confidence in future business

is our used car condition," said Mr. Polger. "This phase of the business is occupying an increasingly important part in the operation of an automobile business today. Our most recent survey revealed a very gratifying used car situation in the territory operated under the Charlotte zone, which includes North and South Carolina. On December 1, 1929, there was a decrease in the number of used cars on hand of 38 per cent over December 1, 1928, and our present stock represents only 33 days' supply."

TRY STAR WANT ADS

#### The Comparison.

From The Wilmington Star.

A detailed comparison of North Carolina items as served by the governor with those of other sections of the country would reveal beyond a doubt that Tar Heel products are superior. Such comparison would include virtually every item on the menu from internationally known brands of cigarettes to the wonderful grape juice, less widely known but equally dominant produced at the coastal plains experiment station at Willard.

THE

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is identified by this Gold Seal

We sell the genuine

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\$1.00 DOWN \$1.00 WEEK

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N. LaFayette St. Opposite First Baptist Church.

Your best buy in labor-saving floor-coverings