

"The Carolinian Horde Sweeps On"

A Review Of The Progress Made By Carolina And Carolinians In Recent Years.

Chapel Hill Weekly

Once when Gerald Johnson came through here, in one of the intervals of his toil on the Baltimore Evening Sun, I asked him: "Who is the genius who writes that piece, every day, at the lower left-hand corner of the editorial page?"

There are lots of good things in the Evening Sun, but the paper would be worth many times the price if it had nothing else in it but these daily essays on various aspects and incidents of every-day life. They are rare humor.

Mr. Johnson told me the author of them was Frank Belme, a Virginian permanently exiled in Baltimore. I didn't know until yesterday why Mr. Belme had fled his native state. Now he tells the reason: he was crowded out by the invading North Carolinians. But they are still pursuing him. Where will he go next, to escape the spreading flood of Tar Heels? New York is no refuge: its streets are fairly choked with North Carolinians. And they infest Chicago, Boston, Philadelphia, and other cities. I don't know but one thing the man can do if he wants to be safe from all contact with the species: that is, move to Pinehurst, North Carolina.

The person to whom Mr. Belme alludes in the final paragraph of the article which appeared in the Evening Post Tuesday is easily recognizable as Gerald Johnson.

We reproduce the article here: "RAH-RAH, CAROLINA"

(By Francis F. Belme.)

I don't know why I am writing this article about North Carolinians. I have no idea why anyone else should be particularly interested in North Carolinians. Yet North Carolinians have a way of insinuating themselves into your consciousness.

Sometimes I find myself saying over and over again: "Chase is leaving the University of North Carolina," or "Simmons has been defeated for the senate," or "They are building a great medical school at Duke," very much as I might say to myself "The American tennis team lost the Davis Cup" or the "R-100 landed in Canada." I presume that these random thoughts are inspired by something I have read in the newspapers. Obviously there are editors who imagine that what goes on in North Carolina is news. Why they should think so I do not know.

Now I hold no prejudice whatever against North Carolinians. In my early boyhood we Virginians did not take North Carolinians very seriously. Certainly we did not consider them a menace. The memory of the Civil war was still fresh. The idea seemed to be that if any trouble

broke out we could keep the North Carolinians on our side, as they were not given to doing a great deal of original thinking. We remembered that they made very good soldiers during the war when led by Virginians. In fact, it has recently been brought to light, I believe, that when the North Carolinians played a prominent and glorious part in Pickett's charge at Gettysburg, Pickett did not even have to go with them. He simply pointed them in the general direction of the enemy.

This conception of the innocuous North Carolinian attended me throughout my days at the University of Virginia. Our football season was always concluded with the Virginia-Carolina game on Thanksgiving Day at Richmond. There was never any question as to the outcome of the game. The University of Virginia always won. No matter how disastrous the season had been it always ended in a burst of glory. Carolina never refused to act as the sacrificial goat.

Even at that early date, however, had we Virginians but known it there were warnings of what was to come. North Carolinians had already advanced upon and conquered Norfolk. There were unmistakable indications of their designs upon Richmond. They took up strategic positions as presidents of trust companies and general managers of tobacco factories. It began to be the case that when a young Virginian sought employment he found himself facing a North Carolinian who, with an unforgivable lack of breeding, instead of asking him "Who was your father?" would inquire "What can you do?"

Worse than that, the University of Virginia suddenly came to the conclusion that it needed a president, which it had got on very well without for almost a hundred years. To make matters even more deplorable it was discovered that the person who seemed to fill the bill was a North Carolinian. The installation of Dr. Alderman as first president of the university was quite naturally succeeded by rioting among the undergraduates. The rebellion was eventually put down and there Dr. Alderman is today.

Still these were small and unimportant incidents. North Carolina continued to sleep on quietly, which was most reassuring to Virginians. If visitors complained of Virginia roads, Virginia had only to point to North Carolina. If there was illiteracy in Virginia, North Carolina could be counted upon to provide illiteracy even more shocking. The hookworm, as I recall, flourished far more generally in North Carolina than in Virginia. Thus, with such a glaring example of a backward state at her very doorstep, Virginia escaped the more active well-doers and reformers who, if they touched Virginia at all, halted only temporarily on their way to the Carolina battle front. Life in Virginia in those days was calm, peaceful and altogether delightful.

Then something happened to North Carolina. Somebody apparently told the Carolinians about education and they began to read and write. Virginians having taken their knowledge of reading and writing as a matter of course never dreamed of using them for ostentatious display. But the North Carolinians conceived the notion that reading and writing are valuable chiefly as a vehicle for expressing ideas. It got to be a craze with them and they pursued letters with the enthusiasm of first-century Christians. With the advancement of education came the inevitable progress in other things.

The result of this on Virginia was that she suddenly realized that she no longer had a horrible example at her doorstep. Even worse, she ran the risk of becoming a horrible example herself. In recent years the University of North Carolina has been beating the University of Virginia at football as regularly as she formerly was beaten. Virginia undergraduates now have to subordinate social pastimes to sweating and struggling on the football field in the hope of some day turning out a victorious team, while alumni of the institution with horror on their countenances ask what has become of the sterling manhood they used to know.

Members of the faculty of the University of North Carolina have become obsessed with the idea that theirs is an institution of higher learning. They have set about writing folk plays and editing a magazine of social forces. So the University of Virginia faculty must retaliate by publishing a literary quarterly and undertaking tedious research work in folk songs. Worthily men who looked for years of happy retirement in the leisurely academic atmosphere of Charlottesville suddenly find themselves called upon to do battle in the front rank.

Why should Virginia need good roads? Roads bring people in and they take them out. Virginians wanted nobody in, they didn't want to get out. What earthly use were good roads? Then North Carolina got them. And if North Carolina had them there was ever reason for Vir-

ginia having them, too. And so Virginians on our side, as they have had to go to the trouble and expense of building roads. Likewise she has gone to the trouble and expense of building better schools. Furthermore, there has grown up a school of Carolina historians who have begun to write history to suit themselves and not at all according to the old tradition. It looks as if Virginians will have to go to all the annoyance of writing more history to offset the Carolina historians.

It is bad enough to have to face Paul Greens and Gerald Johnsons and Howard Odums. But when news goes forth that another North Carolinian has taken a Pulitzer prize for writing music and is actually in the throes of writing an opera—well, what is a poor Virginian to think or do? While all of this has been going on in North Carolina, the state has continued to dump its excess population into Virginia and the conditions in North Carolina and Richmond continue to grow steadily worse.

I flatter myself that I was among the first to see the handwriting on the wall. Ten years ago I came to the conclusion that, with the descent of North Carolinians upon my native state, there was no longer room for Virginians in Virginia. Oh for a Pickett to head these North Carolinians toward a stone wall bristling with enemy bayonets and fully supported by artillery and tell them to go to it! Once across the Potomac and under the protecting guns of Baltimore I felt I could breathe safely.

That was ten years ago. Alas for shattered hopes! Even Baltimore has ceased to be a refuge. Like the Japanese beetles, the Carolinian horde sweeps on. As I pause in the day's grueling work to tilt back on the two hind legs of my chair and dream of the Elysian fields south of the Potomac and to conjure up a vision of the far-flung hills of the Blue Ridge I am suddenly brought to life by the rat-tat-tat of a typewriter. It is the man who shares my office, wrapped in the infinite joy of literary composition. And he is a North Carolinian.

53 Million Cars Predicted In 1940

In the United States there is an average of one motor car for 4.5 people.

California leads the states with one car for 2.3 people, Nevada being a close second with one for 2.4 people.

Iowa and Kansas tie for third place with one for 3.1 people.

When this country as a whole shall have reached the present California standard of car ownership, the number of cars will have nearly doubled. Our roads and streets will have to accommodate about 53,000,000 cars instead of 26,500,000.

The number of cars increased 8 per cent last year, whereas population increased only 1.5 per cent.

It is probably not far amiss to estimate that by 1940 there will be twice as many cars in use in America as at present.

America is now spending about \$3,000,000,000 annually in road and street construction, improvement and maintenance, including snow removal and street cleaning. If the number of motor cars shall double in 10 years, the money collected from gasoline taxes and licenses will more than double, for many states will undoubtedly raise the tax rates. Bond issues are likely to increase in per capita volume, for motorists will continue to be impatient to lengthen, widen and otherwise improve the highways.

And why not?

As we have repeated shown, highway expenditures continue to lag far behind the increase in motor-car expenditures.—Chicago Roads and Streets.

Not Afraid

"I'm going to make a parachute jump from 10,000 feet tomorrow."

"What if the parachute don't open?"

"Oh, that won't stop me."

Swift's Suicide Gun Baffles Police in Quiz



Miss Helen Morton Dayly Swift, famous society sculptress, of Chicago, whose husband, William E. Swift, son of the multi-millionaire meat packer, was found shot to death in a private sanitarium, where he was being treated. Mrs. Swift is at present critically ill in the Johns Hopkins Hospital, Baltimore, and unaware of the tragedy. (International Newsreel)

Rutherford Talks Removal Of Trains Time Keeping Plan

Section Beginning To Realize Inconvenience of Train Removal. Makes Protest.

The removal of two Southern passenger trains operating on the Marion-Shelby division is meeting with protest in Rutherford county.

Speaking of the removal of the Rutherford County News says:

"The section of country from Shelby to Marion traversed by the Southern railway is beginning to realize the inconvenience of having the early morning and night passenger trains removed. This throws Rutherford county without an early morning train anywhere. McDowell county still has the Asheville and Salisbury division of the Southern while Cleveland county will continue to have the trains from Shelby, south as usual.

"The removing of these two trains will greatly inconvenience mail delivery. It means that all of our outgoing mail dispatched south and east must go in the afternoon only.

"This section of country is in great need of outgoing morning mail. The star route from Gastonia to Shelby should be extended to Union Mills, or to Marion. Local civic clubs should go to work on this proposition at once.

"While we are surprised that the Corporation Commission allowed the Southern to take off these two trains Sunday without any hearing we are not surprised that they were taken off.

"Officials of the Southern stated recently that they were losing \$1,800 per month on the actual operating expenses of these trains. One could hardly expect a corporation to continue to operate trains at a loss.

"This goes to prove that the advance of civilization seems to work a hardship on one of our best taxpayers, the railroads. The automobile, bus, airplane and truck have taken much of the railroad's business. Last year the three railroads that come into Rutherford county paid a total county tax of \$68,732.98. How could we get along without railroads? We have never heard of a railroad opposing a tax for better schools. They have always favored progress and have done their part to make the country what it is.

"We all should patronize our railroads more than we do. How much tax does the county get out of all the bus lines operating in and through the county?"

Co-operative Association.

Madison county farmers working through their local cooperative association did over 33,000.00 worth of business last year. The association is known as Madison Farmers, Inc., and the membership is made up of bonafide farmers.

QUEEN CITY COACH LINES
 FOR, ASHEVILLE, CHARLOTTE, WILMINGTON FAYETTEVILLE.
 FOR ASHEVILLE AND INTERMEDIATE POINTS:
 Leave SHELBY:—9:45 a. m.; 3:45 p. m.; 8:45 p. m.
 FOR CHARLOTTE AND INTERMEDIATE POINTS:
 LEAVE SHELBY:—7:50 a. m.; 10:50 a. m.; 12:50 p. m.; 4:50 p. m.; (6:50 p. m., Saturday and Sunday only.) 9:50 p. m.
 FOR WILMINGTON AND INTERMEDIATE POINTS:
 LEAVE SHELBY:—10:50 a. m.;
 FOR FAYETTEVILLE AND INTERMEDIATE POINTS:
 LEAVE SHELBY:—7:50 a. m.; 10:50 a. m.;
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Nobody's Business
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COURTHOUSE RECORDS FOR JULY

Real Estate Transfers
 John Doe to Sarah Doe (his wife), 124 acres land: consideration—5 dollars and love affection.
 Sheriff to Federal Land Bank, (Case Federal Land Bank vs I. M. Brook), 399 acres land: consideration—\$500,000. (Fore-closure).
 Tax Collector to State, 15 houses and lots, 7 farms, 5 automobiles, 4 Chevrolets and 7 cars: consideration—Taxes.
 (And 77 other efforts to possess and re-possess).

Births
 Born to Joe and Halie Motes, a baby girl, weight 3 pounds, named Lindy. (And nobody else).

Mortgages
 Every boddie to Used Car Co., 1 automobile.
 Poore & Kneedy to Ride & Pay Sales Co., 1 car.
 Hadda Pitt to Ham & Neggs, 1 radio.
 Cann Knott Makit to Henry Ford, 1 touring car.
 (And 99 other of a similar nature).

Deaths
 Harim Skarim Chase, age 19; cause, 5 gallons gas and 1 quart of

corn.
 Aaron Hittim Hardd and family, ages, 55, 54, 14, 12, 10, 8, 6, 5 and 2; cause—65 per hour.
 A. Pedless Trian, age 84; cause, didn't dodge quick enough.
 (And 66 very similar so-called accidents).

MIKE AND HIS FAMOUS DOGS
 flat rock, s. C., aug. 25, 1930.
 deer mr. editor:
 I have benn asked to rite up my 2 beagle dogs who ansers to the name of nelly and rover and which was imported from ohio about 4 yr. ago, and as they have already won some prizes at the fair, i feel that it is my duty to do so onner count of them being the best dogs in the country.

nelly can out run rover when she is after a rabbit but rover can out run nelly when he is after a fox and visa versa. one time the former was running a fox and the latter was running a rabbit and rover was going so fast that he batted his eye and run past the fox and diddnt know it for 3 days when he was found 11 hundred 45 miles from home.

but nelly ketchted the rabbit and saved him for rover when he got back home and then went and ketchted the fox that rover run over when he batted his eye and she wald 15 pounds and i sold her hide for 3\$ and c45 in cash at the stoar

and the man sed that was all it was worth onner count of she bit her thru the skin and later on, he sold the same hide for 11\$ in cash, so he beat me out of the difference.

a grate manny people have wanted to buy nelly and rover but money don't mean nothing to me when it is rattled at me for them 2 dogs, but i have a few of their off springs for sail and who ever wants 1 of them for 2\$ can have the same by calling at my house betwixt sun down and dark on saddays for same, but i have decided to keep my imported dogs as they give me something to brag about since the old lady quit working so hard.

when it comes to training dogs ansoforth, i know my chitterlings. i have teached nelly and rover not to smell a rabbit and a fox at the same time, and when i say sickem rover, he makes a dive for the fox, when i say sickem nelly she lights out after the rabbit, and one can ketch the other about as quick as the tuther and they always bring both of them back to me for home use. i will be glad to show the sed dogs to anny ad miring friends of good dogs, so just rite or foam when to expect you.

yores trulle,
 mike Clark, rfd.
 (McGee Syndicate, Anderson, S. C.)

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 World's Largest Selling Eight
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TOURING SEDAN	\$1145
BROUGHAM	\$1195
SUNSEDAN	\$1045
ROADSTER	\$ 995
7-PASSENGER SEDAN	\$1295

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2-PASSENGER COUPE	\$650
COUPE WITH RUMBLE SEAT	\$685
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 Any lady accompanied by a gentleman will be admitted FREE.
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TOM THUMB GOLF COURSE

Nurse Tells How CARDUI Helped Her

Mrs. W. A. Cox, a well-known professional nurse, of Burnside, Ky., writes: "I was in very bad health, and only weighed 110 pounds. I read in the papers about Cardui, and thought I would give it a try-out. After I had taken one bottle, I could see that I was improving. After I had taken it a month or two, I began to gain, and I weigh at present 168, and have weighed that for some time. I am now 55 years old, and can do as much work as the average middle-aged woman can.

"I would advise any woman, who is weakly and in a run-down condition, to try Cardui, but not to expect one bottle to make her well. I take two or three bottles a year, now, and I feel fine."

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 Take Theford's Black-Draught for Constipation, Indigestion, and Biliousness.