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WALK ON WATER, USING FOOTBALLS

(Literary Digest.) Would you like to walk on water? And have you a couple of old footballs left over from college days?

Well, that's all you need, in the view of a man in Kansas. First enlarge the footballs quite a little. Then contrive to flatten one side of each. Blow them up, strap them to your feet, and you're all ready.

Only, we'd suggest that you try the scheme first in the shallowest water you can find. Six inches, it seems to us, would be plenty.

The idea has been seriously suggested to a Kansas City business man, C. A. Sherman, who runs what the Kansas City Star describes as "a clearing house of ideas where models are made, inventions simplified, analyzed for sales possibilities, patented, and marketed—or else discarded."

But some ideas are different from that of water-walkers for the feet. "Look at this," Mr. Sherman said to a reporter from The Star, "because this thing really works and has been patented."

It was the answer to a dream that many of us have dreamed—a bit more square holes.

The broker in patents picked up a rectangular shaft on which four cogs, rotating at right-angles, were mounted. When a crank was turned each cutting edge turned at right-angles to the next one and parallel to the shaft. This was obviously the bit for drilling square holes. Mr. Sherman showed a cone and a block of wood with a perfect square hole cut through each.

"Did you ever see a Scotch mouse-trap?" Mr. Sherman asked as he picked up a regulation trap with an odd block nailed on its side. "This hole in the block is drilled level with the trigger, and is screened off at the other end. The unsuspecting mouse has to cross the trigger to get at the piece of cheese in the hole, but he never quite makes it. It's a dirty trick to play on the mouse."

"I wonder what is the most ridiculous thing we've ever had? But you know, it's hard to tell what is ridiculous. Here's a coffee churn," the dealer in ideas declared, as he rummaged through his desk, "that a preacher in South Carolina invented. A jet of steam strikes the wheel and you have a regular perculator. This is a needle threader, but it's harder to work than threading the needle by hand."

"Sometimes," Mr. Sherman continued, "we learn a lot of funny things in this business. I think the strangest story of all had to do with a lumberjack in California."

"He had the great idea. He had invented a cigar-shaped canoe with one could jump over waterfalls and not be injured. At least, he thought so, although he had never tried it. He wrote us asking about the possibilities of patenting it."

"I replied that it would be foolish to patent it because there weren't thousands of people in this country dying to take a leap over waterfalls, anyway. He might sail four or five, but that would be all. I then asked him how he knew it would work. Do you know, when he received that letter he went out and tried it! He has been jumping waterfalls ever since."

Six Hours' Sleep a Day Held Sufficient

American University Specialists Assert If Sleep Can Be Reduced from Eight to Six Hours It Will Be Beneficial to the Sleeper—Survey Among Prominent People Shows Big Variation.



NEW YORK, Jan. 16.—Times have changed since "Poor Richard" wrote: "Early to bed and early to rise, makes a man healthy, wealthy and wise."

Statisticians, who have no other aim in life other than the enumeration of this-and-that, have estimated that we spend more than one-third of our lives in sleep—which declaration has stirred certain medical authorities to the point of informing us that the average man sleeps too much.

A survey of the lives of some of our "Princes of Industry" produces some very interesting facts on the subject. Thomas Edison, inventor of "Wizard" of Orange, N. J., states that up to a few years ago he found that four hours sleep gave him sufficient rest and renewed vitality to start another day's work. Recently, however, he has been having six hours. Not that he feels in need of more sleep, but because Mrs. Edison, who, he says, knows best, has persuaded him.

Henry Ford, the man who made America automobile-minded, confesses to six hours sleep, but adds that, as it takes him three hours to get to sleep, he actually spends nine hours in bed.

Sir William Orpen, one of our greatest contemporary artists, is frank in admitting that he could not possibly get along with less than 12 hours sleep.

Sir Henry Deterding, British oil magnate, says that he is perfectly satisfied if he can sleep uninterrupted for seven or eight hours—not less than seven. Another "eight hour" sleeper is Lloyd George, England's war-time premier.

To go further back into history, Napoleon had some very pronounced, if not radical, views on slumber. He insisted that six hours of the 24 was ample for anyone. His remarks to his troops on the subject have often been quoted by advocates of the "less sleep idea."

He said that six hours' sleep was more than enough for a man. A woman, he thought, needed seven; and for a fool he prescribed eight. One wonders how he spent all his time on St. Helena.

Now, these were all great men (some still are) in their own particular field; but as the variations of their sleeping hours ranged from four to twelve hours, then obviously the recipe for greatness does not lie in the amount of sleep we have.

Recently American university specialists experimented on a number of students and came to the conclusion that if sleep can be reduced from eight to six hours it will be beneficial to the sleeper. The trouble is that an enthusiast on reading that report—if he be a six-hour sleeper—will endeavor to cut his time down to four hours, thereby running foul of another curious law pertaining to sleep. Nerve specialists will tell you that should a person, whose minimum amount of sleep is six hours, decide to get along with four hours, then his adverse balance of two hours per day is carried forward with cumulative effect until he becomes so much in arrears that he simply cannot go on and nature orders, in no uncertain terms, that he catch up on his sleep due him or have a nervous breakdown.

A talk on sleep would not be complete without mention of the claim put forward by Mr. Paul Horn, ex-Austrian army veteran, who claims that he has not slept since being wounded in the head during the great war. A lot has been written in substantiation and contradiction of his claim and between the pros and cons it is impossible to get at the truth of the matter.

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PERSONAL PROPERTY FOR SALE - To settle estate of Mrs. R. C. Johnson, the following property will be sold at auction on Saturday, Mar. 7th at 10 o'clock at the homestead near Belwood: Two mules, one Ford touring car; milk cow, corn planter and other farming tools and equipment. Z. V. JOHNSON, Administrator, Lincolnton, N. C.

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Nobody's Business GEE McGEE - Want-er Ride? Folks, please don't cuss the automobile. It has done more toward furnishing employment to individuals than anything else since the building of the Pyramids of Egypt and the Chinese wall—of Japan, as a school teacher would say.

Today the automobile is giving work to 4,555,777 farm hands in garage repair shops. With cotton and wheat selling for might nigh nothing per pound and per bushel, respectively, what in the world would become of all of those plow-hands and hoe-hands if they did not have jobs in garages.

And as little as you thing of it, the automobile has increased the number of Undertakers and assistants (since 1900) from 6,432 to 99,752. Everybody knows that there ain't enough position in beef markets and abattoirs to keep all of this bunch of men at work. And thousands of men are constantly engaged in digging graves and setting up tombstones today that would be loafing were it not for automobiles.

Were it not for automobiles, the 32,000 highway patrols and speed cops—(now in use in the United States) would be absolutely insufficient revenue to buy everything they want—as their wives simply could not afford to keep them in luxury without help—as they are now enjoying.

And who made the hospitals what they are today? Automobiles. Who made it necessary for 1 girl out of every 12 to become a trained nurse instead of a mother? Automobiles. What keeps the bandage and splint wheels of the country a-turning? Automobiles. What makes growing flowers a profitable indulgence today? Automobiles. What has made the coffin and casket manufacturers rich? Automobiles. And what made all of the doctors so prosperous? The drug stores.

What is it that gives employment to 143,888 installment agents and collectors? Automobiles. Why can so many thousands of bookkeepers be hired every year in the commercial credit agencies? Automobiles. And think of the 564,999 puncture fixers and blow-out patchers that would possibly be riding the blind-baggage were it not for automobiles.

And don't forget the 7,543,222 other men, women and foreigners now engaged in making cars and drilling oil wells and running filling stations and driving tank wagons and making tail-lights and otherwise getting out joy bugs ready to roll. Nope—we couldn't do without automobiles. If you stop them, politicians would have to see the government to appropriate \$4,654,333.22 annually to feed and clothe the 3,666,879 tit-suckers that are given employment by them today. You have perhaps forgotten that there are about 17,000,000 people in the U. S. right now that derive their livelihood from the man-

EARLY AUTOS NOW GRACE JUNK PILES

Cars Which Claimed Public Favor Failed To Make Grade And Now Rest In Oblivion.

What has become of the old time cars? Where are the makes which used to be so familiar on the streets of Lincolnton in the days of fifteen, twenty, and twenty-five years ago?

Strolling along the main thoroughfare any busy day of the week now and with a pencil and pad make a list of the different kinds of automobiles you will see parked there. There is the Ford, of course, and a Buick or two, a sprinkling of Hudsons, some Essexes, a Chevrolet, Dodges and a few others. Possibly the name plates of a dozen different makes will be seen in the parade, but these are just a handful of the makes that at one time or other since the advent of the motor car made their bow to the buying public of the world. Some have survived, but most of them have passed into history.

In all probability the metal work in the car in which you are riding today was reclaimed from a half dozen different makes of the old days. They were traded in on new cars which had more lasting qualities and finally found their way to the furnaces where they were once more reduced to metal and again worked into the later and newer makes.

Of course since 1900 there have been makes which have remained on the market. They are, of course, quite different looking machines to what they were in the old days. Back then, they were just motor vehicles. There were none of the conveniences and comforts to be found on them that really makes a present day car worth while.

Most of you who have known any thing about automobiles at all will recall the Apperson. There are no Appersons today. Then there was the Ambassador of 1922. Back a few years earlier, say about 1917, it was not uncommon to see a Dixie Flyer. The Star had its rise in 1920 and for a few years claimed the attention of the auto buying public, but today, there are few Stars and for the most part, they will be found on some junk pile awaiting the scrap iron buyer. In 1913 some of you will recall the Mighty Michigan. Also about 1917 and for a few years thereafter the Ben Hur could be seen. The Crow-Elkhart of 1915 and the Dort of 1916, and a little earlier say about 1909, the E. M. F., all of them have had their rise and fall. Then you will recall the Lorraine in 1920 and the B. C. H. in 1912 and the Stoddard-Dayton in 1904.

Along about 1905 there were four times as many different kinds of automobiles on the American market than there are today. Npwithstanding this fact the output of all of these different factories during the entire time between 1900 and 1905 was less than the average monthly production of the present day.

In 1903 there were fifty one different new makes of automobiles which came into being during that year, and for the most part the only thing that is known of them is perhaps the advertisement to be found in some paper of that particular year. The total output of automobiles of all kinds in 1908 was only 11,235 cars. Then let your eyes drop down the column dealing with automobile statistics to the year 1929 which is regarded as the peak year of the industry and what do you find? The entire output of motor cars of the passenger type for that year reached the astounding figure of 4,749,898. This means automobiles and not money. If you are interested in values here's the wholesale value of the product for that year: \$2,981,141,842.

Stroll along the streets of Lincolnton once more. Check up on the cars you see there. Make mental calculation as to the total number you find parked and figure in your mind the investment in cash they represent. It runs into money quick, and the manufacturers say there is still a demand, and they are putting the army of unemployed back to work to supply this demand.

She intends to plant lilies of the valley and Johnny quills in the western exposure of the yard. Her rose garden will remain where it is if she can get any roses started in it. I guess morning glories will be planted around the border of the piazza, and we'll soon have strings running up to the guttering, and before anybody knows it, morning glories will be running up the strings. But maybe not; that's the way we useter to do.

She's not planting any bermuda and nut-grass, but I am sure that she will have a good "stand" of those 2 beautiful lawn grasses within a day or so. We fight nutgrass 12 months in the year and cultivate other grasses 12 months in the year, but we never have any of the latter because of the former. This country is waiting and longing for a Burbank, the Second, who will cross Kentucky Blue Grass with South Carolina nutgrass, and then our grass-growing troubles will be over.

I am very fond of spring. Spring means birds and flowers and fresh-scented and thinner dresses and fresh eschalots (called shellots by the ignorant) and BVDs and friend chickens and no coal bills and fishing worms and possibly some English peas. A la Home-Garden. And furthermore, I like spring-time because it is possible that a guy can borrow a little bit of money about then.

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Miss Lewis Gives Taxation View For Women Of State

Nell Battle Lewis, in News' And Observer.

A bill to be entitled "An Act To Abolish Ad Valorem Tax and To Pay Off and Discharge the Public Debt."

The general assembly of North Carolina do enact: Section 1. That from and after the first Monday of February, A. D. 1931, the salary, wages, compensation and emoluments accruing to female for services rendered in any department of the government of the state of North Carolina be and the same is hereby reduced diminished and lessened as follows:

- All spinsters 10 per cent. All grass widows 20 per cent. All grass widows of the second degree 25 per cent. All sod widows 16 2-3 per cent. All combination widows 30 per cent. All married women 40 per cent.

Definitions: By spinsters are meant all such female employees of the state as have never committed matrimony.

By grass widows are meant all such married female employees as have husbands whose names are remembered, but whose addresses have been misplaced.

By grass widows of the second degree are meant such female employees of the state who receive alimony from two or more wandering ex-husbands.

By sod widows are meant such female employees of the state as are entitled to wear "weeds."

By combination widows are meant such female employees of the state as have ex-husbands both deceased and departed, by departed being meant such as have wandered into foreign countries, including Scandinavia, other of the American states, the islands of the sea or Harriett county.

Section 2. That all unmarried ladies of the state of North Carolina residing in such state and they are hereby taxed under schedule "B" for the privilege of receiving each and every call from a suitor the sum of one dollar per call except that each such lady shall be

allowed an exemption of such tax of one call per month. Provided, however, that all spinsters over and above the age of sixty be exempt from such tax and that all combination widows be taxed two dollars for each call. License to each such female to be issued by the patrol department.

Section 3. That this act shall be in force from an after its ratification.

ADMINISTRATRIX'S NOTICE. Having qualified as administratrix of the estate of William M. Roberts, deceased, late of Cleveland county, North Carolina, this is to notify all persons having claims against the estate of the said deceased to exhibit them, properly verified, to the undersigned at Shelby, N. C. on or before January 10, 1931, or this notice will be placed in hat of the notice to be published in the recovery of all persons indebted to said estate will please make immediate payment.

MARGARET P. ROBERTS, Administratrix of William M. Roberts, deceased. Chas. A. Burrus, Atty. 61 Jan 1931

NOTICE TO CREDITORS TO FILE CLAIM. North Carolina, County of Cleveland. In the Matter of The Peoples Bank of Waco.

Under authority of subsection 10 of section 218 (c), Consolidated Statutes, all persons who have claims against the above named bank are hereby notified to present proof of claim at Waco on or before the 15th day of February, 1931.

Failure to present claim on or before the above date bars the claim not presented except as to the assets of the bank in the hands of the Corporation Commission for the account of said bank at the time the claim is presented.

Objection to the allowing of any claim may be made by any interested person by filing such objection in the pending action in the hands of the Corporation Commission and by serving a copy thereof on the chief state bank examiner or the liquidating agent of this bank.

This 7th day of February, 1931. JOHN W. SIMPSON, Liquidating Agent of The Peoples Bank of Waco, Waco, N. C. 41 Feb 23-31

TRUSTEE'S SALE. Under and by virtue of the authority contained in a certain deed of trust given by John T. Robinson and wife to secure an indebtedness to the South Shelby Building and Loan association, which deed of trust is of record in book 149 at page 164 in the office of the register of deeds of Cleveland county, the undersigned trustee will on the 25th day of March, 1931, at 3 o'clock p. m. sell at the court house door in the city of Shelby to the highest bidder for cash to satisfy said indebtedness, the following described real estate: Located in Cleveland county on highway No. 20 just east of Cleveland Springs property, and being a part of the subdivision of the J. D. Allen property and being lots Nos. 12, 13, and 14 in block A of said subdivision, as shown on plat made by O. C. Thompson, surveyor, March 26, 1926, said plat being of record in the office of the register of deeds of Cleveland county, North Carolina, in plat book No. 2 at page 10, reference to which plat and record is hereby made for a full and complete description by metes and bounds.

This 20th day of February, 1931. HORACE KENNEDY, Trustee. 41 Feb 23-31

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