

# The Cleveland Star

SHELBY, N. C.

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WEDNESDAY, AUG. 3, 1932

## TWINKLES

The depression, one observer says, has taught the American people several new ways to make money. Also, it might be added, a number of other ways to get along without it when you haven't got it.

Coolidge is going to campaign for Hoover, and it's likely that the Coolidge successor in the White House is hoping that his predecessor does not show too much New England thrift in hoarding words and boosts.

It is a pathetic situation when it becomes necessary to use soldiers to drive war veterans out of Washington, but think what a pickle the nation would be in if that was the only way to get the congressmen home for a short stay once or twice a year.

Some of the Tar Heel Democrats appear to be overly steamed up about the next party chairman, overlooking, meantime, the main idea—that of not permitting North Carolina to help take the solidness out of the Solid South in November.

In a news story out of Detroit Henry Ford, celebrating his 69th birthday, gave his formula for "youthful old age." Among the things he did not include which he might have included was a tip about taking too many chances in a flivver on traffic-jammed highways on Sunday afternoons.

The numerous appeals, etc., holding the Luke Lea bank case open so long caused the Asheville Citizen to wonder when a court case can be considered closed. And the Greensboro News made a rather pertinent answer in saying "It-large depends, brother, upon the amount you have to invest in legal services."

## BREAD BEFORE BEER

The Democratic presidential nominee may displease some of the more ardent wets by declaring that he will emphasize economic conditions instead of prohibition in his campaign, but that declaration will win him the support of thousands and thousands of American citizens who know that something must be done to better existing conditions.

In his radio speech last week, Roosevelt said: "The main issue of this campaign is our present economic conditions."

There are those, admittedly, who want and intend to have their beer, but there are many, many more who are demanding bread, and among them some who also desire beer, but know, because of gnawing hunger in their stomachs, that just now bread is more important than beer.

## THE ELLENBORO PROGRAM

The recent report of vocational agriculture in the neighboring Ellenboro section shows what a community can do when it goes at its farming in a systematic, organized manner. The vocational agricultural work there is directed by A. B. Bushong and its value is demonstrated by the present encouraging outlook of the section, there being few farming communities in the State that can excel the Ellenboro area today. The cooperation in buying and selling has been the more important item of the program, we believe because a thousand dollars or more were saved by buying and selling together. This cooperation provided for the sale of potatoes, vegetables and poultry, secured cans for the cannery, seed for planting, eggs for the hatchery, and fertilizer for all needs. But other items include the building up of the soil, better acreage production on cotton and other crops, a better balanced farm program, and better community spirit as fostered by father-and-son and mother-and-daughter banquets. Those who make a habit of pointing out outstanding farming sections should keep their eyes on Ellenboro.

## GARDNER RIDING THE CREST

Governor Gardner's personal action in bringing the High Point strike to an end seems to be bringing him more praise than any act of his administration. As Tom Bost writes in the Greensboro News, Governor Gardner has only five more months to serve as chief executive, and his "settlement of the High Point strike fixes five months hence a glorious out-going of an executive who has had more of the razzle dazzle dished up by the devil for Job than any man who has held the governorship since earliest colonial times."

It is not denied by anyone, least of all by the Governor's admirers, that he has had a difficult administration, one in which he has been confronted with more trying problems than any executive. In meeting those problems squarely and openly with no inclination of attempting to sidestep, the Governor naturally made ene-

mies and drew the denunciation of critics and personally appointed advisors. But the manner in which he has taken his criticism without talking back or whining and his demonstration of courage has been winning to him many friends. His trip to High Point where he conferred personally with strike leaders and then brought about peace between strikers and employers comes as a climax that has added hundreds of other friends. Everywhere he is being praised for his work there. One of his leading critics, the Raleigh News and Observer, joins in the commendatory remarks. "A Governor," says the Raleigh paper, "with the welfare of the State in his heart is worth more than all the troops of North Carolina with bayonets in their hands."

## DIVORCE NO LONGER SENSATION

There is no moral to the following remarks, no thought or point to sell. It is merely a commentary or observation on the changing times.

Just a few years ago—anyway, not so many years ago—a divorce of any type, in almost any class, was more or less a sensation, even if the general public did not know the people involved. Every divorce that came up, speaking from the local viewpoint, started a flurry of talk. A divorce trial drew large crowds. Today it is no longer that way. In Superior court in Shelby one morning this week three divorce suits were flipped over the calendar in "a little of no time." There was no more interest shown in the cases than in any other minor cases on the docket. Divorces have come to be commonplace. This change, no doubt, is only one outgrowth of the general transformation in public attitude and thought, just another aftermath of a period in which conventions and customs were rapidly altered. Ten years ago the announcement that there would be a divorce case in the local court would have filled the court room with curious spectators, but now, except for those directly involved, no one appears to give a divorce suit, although it may involve the ordinary sensational adultery complaint, more than passing attention. Reno was once whispered about as a modern Sodom and Gomorrah, but Reno must show some speed to excel any North Carolina Superior court in speedy divorce once the suit gets on the calendar, for an uncontested divorce can now be secured in the same length of time that it takes to get married with a magistrate officiating.

## TEXTILE TROUBLES

What is wrong with the textile industry? That question is an important one, particularly with this section of the country which is so dependent upon that industry for its prosperity. From a prominent textile expert, M. D. C. Crawford, writing in the Daily News Record, comes the statement that the lull cannot be blamed entirely upon the Sherman anti-trust act, or upon tariff. The industry, he says, has made mistakes of its own which cannot be remedied by law, but must be changed by the industry itself. Says Mr. Crawford:

"At least it is a relief to hear the textile industry cease to blame the tariff or make outcries against the rapacity of labor, and direct its disapproval to other breeds of scapegoat. But it is time to come to the full realization that no new law or change in any existing law can answer every question now demanding solution before this ancient industry. The textile industry has made a few mistakes of its own.

"It is the oldest mass production adventure in civilization. It has gathered to itself more obsolete methods of doing business than its fair share. Its general attitude towards labor in all sections of the country runs mining, an almost equally ancient factor, a close and tragic second. It is practically, without modern laboratory facilities for experiment—those essential adjuncts of all modern industries. Its systems of indirect distribution in many cases are charming replicas of methods of doing business existing when the first ox-carts left Cumberland, Md., for Wheeling, W. Va., on our first venture in national highways. It has had for years a disrespect for its own productions, clearly illustrated in many names that still carry the implication of 'importer.' It has been largely indifferent to the value of establishing and maintaining brands and trade marks to hold its position in the nation's or the world's markets.

"I do not question that the retailers have tried to buy their merchandise in the cheapest market. So excellent a rule of commerce can never safely be broken. But when some of the mills who now complain, were building up those still handsome reserves in Liberty bonds, I do not recall that any of them sold to the retailer merchandise below the artificial market due to war inflation. The rule may be a poor one but evidently it works both ways.

"But it is beyond doubt that chaos exists in the textile industry and perhaps the Sherman law is as good a place as any to start reformation. Like the Volstead act, it can stand modification. But of itself alone, it did not bring about our present situation and no change in it, lacking other changes, will restore prosperity to the textile industry.

"Even as the law now stands with all its limitations and strictures, I, for one, doubt if any court in this land would be unduly severe on any groups of mills who acted in concert to restore employment, to raise wages to control production within reasonable limits, even if such a daring group ceased for the moment to lose money or even made a small profit.

"But if a change in the law is only desired as a substitute for another and infinitely more necessary reform, if it is intended only to regulate the speed of the swift to the pace of the slow, to tie the strong and sturdy to the creaking wagon of the weak and ineffective, then it seems to me I should rather await the ultimate outcome of the fierce jungle law of survival of the fittest. There can be no substitute for brain, vision and courage in industry and we never should make or change any law limiting these qualities to some mythical average."

## Henry Ford On Prohibition In America Today

From The Hickory Record.

Henry Ford is one of the biggest industrialists in the world, and he has lived long enough to know personally what our present problems are as compared with those of the days before the national prohibition amendment was enacted.

And Mr. Ford, writing in the current issue of Collier's magazine asserts that "prohibition is a success" and that "there is not one percent of the drinking done in the United States that was done formerly."

Another assertion of Mr. Ford which we agree with thoroughly, is his refutation of the charges that prohibition is responsible for contempt of law. "Anyone will be nearer the truth if he charges it to liquor. And the cure is not more liquor but less," the automobile manufacturer very cleverly puts it.

We can recall the days when there was an attitude on the part of prohibitionists to believe that if they could get an effective dry law passed about ninety-nine percent of the crime would be eliminated. Of course such extreme views were bound to meet with disappointment. Now, because we have been experiencing a great crime wave as the aftermath of the World war, as was to be expected, anti-prohibitionists have finally brought a great number of people to believe that the Eighteenth amendment is responsible for all our present ills, economic and moral.

We do not believe that the devil has his habitat in a bottle of booze, for in fact we hold that there is no evil, per se in liquor. But because of the fact that society is so prone to abuse the use of intoxicants, we take the position that the state or nation makes a mistake deliberately to license a traffic when we know what baneful consequences are bound to follow.

In the so-called "good old days" there was no danger of mixing gasoline with booze, and for that reason the free flow of booze was not so dangerous as in this machine age. Old Dobbin had so much more sense than a drunken driver that he was usually able to prevent undue traffic hazards. But today, as Mr. Ford points out: "No one wants any drinking man to be at the mercy of machinery, and no one wants to be at the mercy of any machine in the hands of a drinking man."

The most significant thing which Mr. Ford has said in this connection is this:

"I have never heard anyone suggesting that we repeal the law that drinkers shall not drive cars."

The automobile manufacturer is not greatly worried because the national conventions of the two great political parties showed themselves opposed to prohibition. As he states, the politicians for the most part have never been favorable to the amendment.

In concluding, Ford makes it plain that the American people cannot be stamped into repeal. He says:

"Foreign visitors to the United States have often appealed to me to solve for them the inconsistency they have observed of a nation committed to the prohibition of liquor, and an official class no only lax in the enforcement of the law but personally, in many cases violating it. I have simply had to explain to these foreign visitors that our officials for the most part never favored prohibition and do not now, but were forced to it by the demands and the votes of the people. It was not a change that came down to an unwilling people from officials above them; it came up to the unwilling officials from the mass of the people. That is the only way it could have come. And if now it is to go, it can only be by the people of this country deliberately asking for it to go. The method of amending the Constitution is in their own control. I am of the opinion, further, that no one can stampede them. The argument which lasted a hundred years in this country is settled."

## Funeral Cars To Have Headlights

Augusta, Ga.—There has arisen some confusion here over the question, "When is a funeral procession?"

It is against a city ordinance for an automobile driver to "cut into" a funeral procession. But practically all of those who have been docketed for the offense have pleaded that they did not know it was a funeral cortege they were passing through. So the traffic force of the Police Department has worked out a scheme that will distinguish a funeral party from an ordinary string of automobiles.

An order has been issued to all undertakers that in the future automobiles used for funeral purposes shall burn their headlights as long as they are a part of a funeral procession. A traffic officer will be attached to each procession until the public has become accustomed to the innovation.

Things aren't so bad as they might be, after all. Just imagine that instead of a wheat surplus, we had too much spinach.



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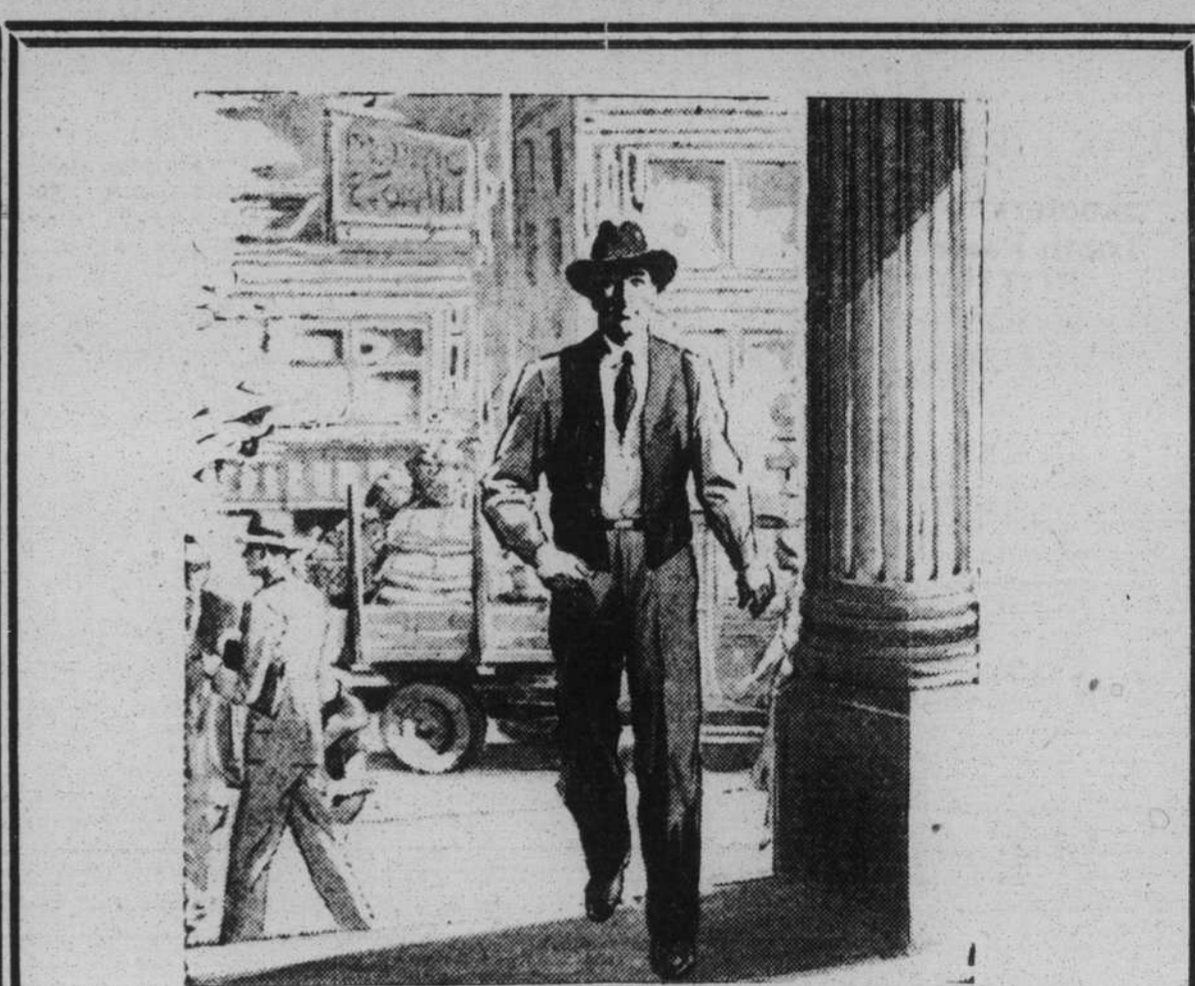
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