

# The Harrodsburg Herald

Published every Friday.

Entered in Harrodsburg, Kentucky,  
post office as second-class  
mail matter.

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MEMBER  
**KENTUCKY PRESS  
ASSOCIATION**  
FOUNDED JANUARY, 1898

NATIONAL EDITORIAL ASSOCIATION  
1936

## IMPORTANT FARM FACTS TOLD BY COUNTY AGENTS

Since purchase a few years ago of several good Jersey bulls, Graves county dairy herds have improved materially.

Claud Smith of Allen county followed a clean-chick program and raised 298 out of 300 chicks that he started.

Testing cattle for Bang's disease is continuing full force in Fulton county.

A total of 32,000 baby chicks were sold by Lewis county hatcheries, 7,000 more than the 1935 sales.

## SNAKE STRIKES AT NEGRO, GETS MULE

John Simpson, Negro, narrowly escaped death while he was plowing ground for John Robinson near Sturgis, when a copperhead snake sprang up and struck his fangs in the mule he was driving, missing Simpson only a few feet. The mule died a few hours later after its jaws swelled almost twice its normal size.

## TODAY'S GREAT ACHIEVEMENT PERMANENT WAVING



**Rilling  
Permanent Waves**

We have just added the Rilling Permanent Waving Process to our service. We believe it is the most remarkable development in the history of permanent waving... so advanced in every detail that we can guarantee you a longer-lasting, more strikingly beautiful permanent.

The Rilling Process positively eliminates "hair pulls." Burns are impossible. Actual tests prove there is no cooler wave.

Before you get your new Permanent... come in and talk to us about the new Rilling process—let us show you what a Rilling Wave will do for you—in hair beauty—in comfort—in safety.

To advertise our new machine we are running the following specials in permanents:

\$7.50 Wave \$5.00  
\$5.00 Wave \$3.00  
\$3.00 Wave \$2.50

### SPECIAL

On Tuesday, Wednesday and Thursday—Shampoos and Finger Waves—40c.

**THE JANE  
BERTRAM  
SHOP**

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## AIRSHIPS

I got up at five o'clock on the morning of May 9 to see the great airship "Hindenburg" come in. Like a huge silver fish, silhouetted against the pale sinking moon and pinkly irradiated by the first gleams of the rising sun, it was a spectacle to give anyone a thrill, as it circled the great towers of Manhattan before heading for its port at Lakehurst, New Jersey.

Sixty-two hours from Germany to New York with more than 50 passengers and several tons of freight, was the "Hindenburg's" record on its first crossing of the Northern Atlantic. Its smaller sister, the "Graf Zeppelin," has been making regular round trips between Germany and South America for seven years. I hope the establishment of regular North America air service will result in a revival in this country of interest in lighter-than-air craft. Only 157 modern dirigibles have ever been built and not one of them in commercial service has ever crashed or injured a passenger.

## PIONEER

I saw the very first public flight of a dirigible ever made in America. That was on July 4, 1904, when Roy Knabenshue piloted Capt. Tom Baldwin's "California Arrow" in a race for a prize offered by the St. Louis World's Fair. He won because nobody else entered the race. Except for short flights in France by Santos-Dumont and the Lebaudy brothers, nobody had ever before succeeded in steering or propelling a balloon. It was four years later, 1908, before the first airplane flew in public.

Few people remember that the United States Government was the first to buy a dirigible airship for military use. That was in 1905. After the war we got a couple of zeppelins from Germany and one of them, the "Los Angeles," is still in the naval service. The two big ones that we built, the "Akron" and the "Macon" both crashed, and those accidents gave a setback to the development of air navigation in this country.

I don't see any reason why we can't build and navigate airships as well as Germans.

## RAILROADS

Beginning June 2 the railroads in the East are going to do the biggest passenger business they have ever done. That is the date when the two-cents-per-mile fare takes effect. For years I have been paying \$4.65 for a single trip, or \$7.50 for a round trip, to travel between my New York office and my country home in Massachusetts. The distance is 140 miles. Now the fare comes down to \$2.80 each way.

The railroads have accepted the new order from Washington under protest, but I have an idea that it is not going to be as unprofitable as they fear. There are more people who would like to travel and don't own motor cars than there are car owners. It costs a lot more than two cents a mile to run an automobile. It's worth the difference, of course, to those who are able to pay for the independence of motor travel, but, after all, they are a small minority.

## HOUSING

Out of all the talk and efforts at Washington to provide low-cost housing, something practical seems to be emerging in Senator Wagner's housing bill. It is easier now for the family of moderate means to own its own home than it ever has been. The movement now is for better homes for less money.

Perhaps we will come some day to the general use of "prefabricated" homes, which will require little local labor to erect them on their sites. We are not ready yet for that, however, with our largest percentage of unemployment among the workers in the building trades. Factory-built homes would not take up

much of that unemployment slack, even if the factories were ready to produce their model houses.

## CONVICTIONS

I heard a great preacher say the other day that the main trouble with human society now, is the lack of firm convictions, particularly among the young. It struck me he had put his finger on the root of much of the trouble.

In the turmoil of conflicting ideas and policies nothing is easier for the human spirit than to lose its anchorage. It takes courage and character to hold fast to time-tried, elemental truths, and it requires understanding intelligence to measure new ideas by the scale of the old truths.

That so many young folks seem to have no firm convictions suggests to me that both the churches and the schools have fallen down on the job. There is too much toleration of compromise between what is right and what is expedient.

## FLYING

While Americans are establishing commercial air transportation across the Pacific, and the Germans are running their big dirigibles across the Atlantic, word comes that England is building huge airplanes for trans-Atlantic flights. These new "Empire type" planes of Imperial Airways will be bigger and faster than the "China Clipper" type of Pan-American Airways.

Already England is operating international airplane routes over a large part of the Eastern Hemisphere. The Dutch are a pretty close second, however. I had occasion not long ago to send a letter to a friend in Singapore, and learned from the New York Post Office that the quickest route was to send it by steamship to Amsterdam, whence one of the Dutch planes flying to Java would take it quicker than if I sent it by way of London and the English airmail routes.

Flying is still in its very early infancy. It is getting safer and easier all the time.

## WINDMILL

The safest flying machine so far developed is the autogiro, which looks like a horizontal windmill. It can rise out of an ordinary backyard and needs no more space than a baseball diamond to land in. It can only fly about 60 miles an hour, however, which is pretty slow for air travel these days.

The newest improvement, now being tried out, in aircraft, is a combination of biplane and autogiro. The upper plane can be shifted from its flying position into a "windmill" of the autogiro type, for rising and landing or in case of emergency, while as a biplane a speed of upwards of 125 miles an hour is expected.

## SAFETY

The latest organized effort to make motoring safer is the establish-

ment by the Commercial Investment Trust of a fund of \$250,000 to be used for educational efforts for better driving and safer roads. The C. I. T. is interested because it is the largest institution engaged in financing time payments on automobiles.

A long list of annual prizes and awards is announced for individuals and organizations doing the best work for the promotion of highway safety. Some brilliant and lucky individual is going to get \$5,000 for making the most useful contribution during the year to arouse the public to aid in cutting down traffic accidents.

I hope that the committee in charge of this extremely useful and humanitarian campaign directs some of its attention toward uniform license laws for cars and drivers, uniform traffic signals and rules, and the penalizing of every driver who takes to the road with defective brakes or steering gear. Giving a few thousand drunken drivers long jail terms might help, too.

It's an old saying that no law is any good without a sheriff. We will never have real highway safety until we have more policemen patrolling the highways.

## Working Unlawful

A siesta at mid-day in Greece from twelve till four is necessary on account of the sunshine, and in some cities it is even unlawful to do any work during this period of repose.



**DEFECTIVE** eyesight may cause many minor illnesses. Eye-strain may be the cause of nervousness, headaches and fatigue. Have your eyes examined at least once a year. No charge for consultation.

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