

HILLBILLIES OF TENNESSEE TO HAVE CHROMIUM SINKS

(By Frederic J. Haskin)

Washington, Aug. 4—Although from 50 to 70 per cent of the residences in some American cities lack bathtubs or other modern plumbing conveniences and even higher percentages of rural residences depend on the most primitive means, the towns of Norris, Tenn., one of the villages springing into being through the magic of the Tennessee valley authority, is to be a veritable exposition of all that is modern and convenient for bathroom and kitchen.

Town Planner's Dream

This little city, now under construction, is to house some 500 families, the heads of which are at work on the great Norris dam, a part of the Muscle Shoals development. It is to be a town planner's dream, an architect's delight, and a plumber's vision. Inasmuch as the labor policies of the TVA call for the employment of persons hailing from the locality, the wives of hillbillies who have for generations hunted over the hills of the Tennessee valley region in coon-skin caps and leather breeches and occasionally coaxed meagre crops from the stubborn acres will be the beneficiaries. Instead of one-room shacks, clinging precariously to the mountainsides, three, four and five-room cottages will stand. The architects who have planned these houses have entered into the spirit of the region, however, and have adopted and adapted the native style of architecture. That is, the houses will, in a measure, still cling to the mountain-sides.

The region is hilly and it is desirable to keep such level spaces as are available for the tilling of crops. So the houses have been designed to fit themselves snugly against the slopes. But they are far from the one-room frame shacks so familiar in the valley for a couple of centuries. The new hill-side structures are of brick for the most part, but it is not the sort of brick known as common. It is tapestry brick, deep-toned, and variegated in the laying so as to give a pleasing effect of light and shade. The woodwork is gleaming white and roofs are of hand-riven shingles.

One side of a house is down-hill; the opposite up-hill. In many of the houses there will be two or three rooms on the down-hill side and a couple upstairs, but there will be nothing over the down hill rooms but roof and nothing under the up-hill rooms but ground because the whole structure will be conforming to the slope. The old frame shacks had chimneys with back fireplaces in them. There the cooking was done on spit and hob. The new houses have fireplaces too, but they are trim affairs, not in the kitchens for cooking, but in living rooms.

Boons to the Housewives

The kitchens are creations by themselves. The sink and drainboard, the plumbing, stove fittings, and the like gleam with chromium, a metal which an official report on the work naively explains "is new to the highland wife." There is not a doubt of it! Not only is chromium new to the highland wife, but the idea of any kind of a sink or any kind of plumbing is new to the highland wife. To be sure, many cities of the states which partly lie in the domain of the Tennessee valley authority have residences with kitchens as splendidly appointed as any kitchen

elsewhere and many plantations in these states are well equipped. But it should be understood the TVA is invading back country hill country, actually the fastnesses of a wilderness, and building where nothing stood before.

The bathrooms of the little mountain city of Norris will seem almost as strange in this country as flying fish would be in the surrounding forest, but every cottage will have one with shiny plated plumbing and all the gadgets which have been devised. And most of the houses will have laundries. The laundry of a hillbilly house used to consist of a rickety washboard—spared, perhaps, from the mash-shed—set on a still more rickety bench, and filled with water brought from stream or spring and heated sometimes over the fire, sometimes by dropping in hot stones. The laundries of the cottages of Norris will be equipped with regular laundry tubs, which will fill with running water, hot and cold.

The houses have casement windows, many-paned, admitting a maximum of light and air, and many of the houses have glass-enclosed verandas which substantially add an extra room. Open porches and verandas will be screened against insects.

And of course there will be electric lighting throughout and also all those electric tricks such as irons, toasters and the like, which an inventive industry has created. There will even be available electric heating apparatus and electric ranges for cooking, space for clumsy heating plants being saved, except, of course, for the esthetic fire places in the living rooms.

Obviously all this cannot be done without water mains, power conduits, a sewage system and all the other elaborations of big cities. Those facilities are being installed right now. These houses are under construction. When the men who will people this city are engaged on the construction of one of the greatest power projects in the world it is a matter of course that plenty of current will be available for their own use.

All Modern Improvements

Each cottage is on a lot of 75 feet frontage by 200 feet depth. The structures are centrally grouped somewhat in the manner of garden suburbs, and there will be a village green or common, and also a park-like community wood, as well as other recreation grounds. In addition, each household is to have free use of a four-acre plot of ground near-by, on which he may grow fruits and vegetables. Of course, the streets will be lighted.

The federal government is building these structures in accordance with strict governmental specifications. No house is to be sold, but rentals have been placed on a low scale. For example, a three-room house will rent for \$14 a month. Rates will scale up to \$45 a month for the largest, a house of seven rooms. The houses usually have built-in garages.

It is not expected that these cottages are to be occupied by valley people still engaged in their primitive pursuits. The houses are to be occupied by valley people who have obtained jobs on the TVA project, and thousands already have done so. The wage scale being paid by the TVA makes the mental of the cottages reasonable.

May Move Drought Victims To Alaska

Anchorage, Alaska, Aug. 3—Alaska may offer a haven for drought-harassed farmers of the United States, through a Government colonization plan.

Jacob Baker, assistant chief of the Federal Emergency Relief Administration, surveyed 1,000,000 acres of the fertile Matanuska Valley and is en route to Juneau today to discuss with Governor John Troy the feasibility of bringing 2,500 families, ruined by the drought, to a Federal colony in Alaska.

The land will produce almost every kind of grain grown in the United States, will support cattle and sheep, is served by the Government-owned Alaska Railroad, and has seven towns nearby.

Every age has its moment; and nineteen-twentieths of the people don't realize when it arrives.

Some men fight with their backs to the wall, others to the last ditch, others to the front door.

There will be a single co-operative store to serve the town—a department store in effect. Also there will be a community centre, provided by the government, where movies, recreational and educational, will be exhibited. Church facilities also are arranged, and dances and similar entertainments can be given by the townspeople. The government will attend to the policing. A school is being erected conveniently and a hospital is under construction.

This is but one of the phenomena being created in the Tennessee valley by the federal government. Other towns are expected to spring up, and gradually the whole region is to be transformed. It seems wholly possible that before long these people will be importing hillbillies from Broadway to entertain them with tunes of the Tennessee hills.

WERE THE GUNS THAT KILLED DOLFFUSS LOADED AT VERSAILLES

There are many who hold that the gun which killed Chancellor Engelbert Dollfuss was loaded at the Versailles Peace Conference, at the moment when the hacking to pieces of the Austro-Hungarian Empire was sanctified by the Peace Treaty. Others hold that the disintegration of the Empire, threatened before and accomplished during the Great War, was but recognized and legalized at Versailles in justice to the racial ambitious and nationalistic claims of the heterogeneous groups ruled by the Hapsburgs. For nearly two decades Austria has been so linked to the Great War by a chain of indescribable misery that the death of the Chancellor may be classed as a war casualty with the hue of murder which colours assassination.

In 1920, John Maynard Keynes admitted that he did not find it easy to deny the justice of the Vienna Arbeiter Zeitung's outburst against the nation's treatment at Versailles: "Never has the substance of a treaty of peace so grossly betrayed the intentions which were said to have guided its construction as is the case with this Treaty . . . in which every provision is permeated with ruthlessness and pitilessness, in which no breath of human sympathy can be detected, which flies in the face of everything which binds man to man, which is a crime against humanity itself, against a suffering and tortured people."

Reduced from an empire of fifty millions populations in a territory of 250,000,000 square miles to an impoverished State of seven millions in an area of 30,000 square miles, post-war Austria has been well described as a head without a body. A hinterland of slender natural resources, unable to absorb the products of the cities' manufacturers, was blocked off by

high tariff walls from those parts of the former empire with which a free trade business had been a source of prosperity. For sixteen years this remnant of an empire has suffered every ill which can afflict a State. Those who have followed Austria's battle with poverty, disease, unemployment, financial collapse and the other enemies of national salvation will understand how the approach to the limit of human endurance divided the people politically and drove groups into the ranks of the Socialists, the Nazi party or the Christian Social Party. They will understand the heroism of such leaders as onsignor Seipel and Chancellor Dollfuss and learn the reason for the measures, stern at times, taken to prevent the total collapse of the country. Abject misery is largely the explanation of Austria's internal conditions.

The remainder is found in the conflict between Nazi ambition to hand Austria over to a pan-German consolidation and the determination of the non-German nations that an Independent Austria will remain a buffer State. The death of Dollfuss puts upon Italy, England and France an obligation not only to enforce their determination to preserve the independence of Austria but to give such measures of relief as will improve the economic conditions of the country. In that way, political peace may come to the distracted people so that they will no longer be the victims of party strife and factional plotting.

The assassination of Dollfuss, coming so soon after Hitler's holocaust, which is commonly held to be the source of its inspiration, has brought upon Nazi policies and Nazi methods, the universal condemnation, which they have shed blood to secure for

themselves. The diminutive Chancellor, to whom brutish instincts denied human care and spiritual consolation in his death agony, shed a martyr's blood for his country. It would not be surprising to see Hitler and the Nazi hordes drown in that blood.

Shoots at His Wife To Hurry Her Up

Elm, N. J., Aug. 3—When Frank Myers, 84 years old, a retired farmer, calls his wife, Ida, 70, he expects her to "come a-running."

And when Mrs. Myers dilly-dallies he gets mad.

Just to let his wife know he was angry when he called and she kept on putting in her garden, Frank fired two shots at her with an ancient revolver.

Mrs. Myers then came running.

Myers was committed for investigation. He insisted he wasn't trying to shoot his wife, but was trying to "frighten" her.

Des Moines, Iowa, Aug. 4—Construction of low-cost roads for lighter traffic is advocated by former Governor W. L. Harding of Iowa. Governor Harding declared that the construction of oiled roads not only would reduce highway expenditures, but would permit the improvement of secondary and farm-to-market roads now impassable at some seasons of the year.

He explained that the 6,700 miles in the Iowa highway system have cost that state \$325,000,000, of which \$90,000,000 is still in the form of debt, yet a traffic count showed that on less than 1,000 miles did as many as 1,500 vehicles travel per day. Despite the light traffic, he pointed out, the state built \$4,200 miles of the more expensive type roads.

Everybody is ignorant, only on different subjects.—Will Rogers.

There are no illegitimate children, only illegitimate parents.—O. O. McIntyre.

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It is easy to take for granted the safety of railway travel—easy, amid the excitement and pleasure of a holiday trip or in the commonplace run to and from business, to be oblivious to all the care and labour which go to make railway journeys the safest means of transportation in the world. Yet it should receive more than a passing thought from the travelling public, for it represents what is perhaps the greatest achievement of railroading.

To ensure the maximum of safety the highest demands are made on personnel and material. All operating employees must be in perfect physical condition and strict medical examinations are regularly made. They must further be skilled in their various occupations. In many passenger train crews will be found men who have spent more than twenty years in faithful service and have thereby acquired knowledge, resource, and dependability. The lessons which experience has taught are embodied in rules with which each operating employee is familiar, and in regard to which implicit obedience is imperative.

Behind all this, however, is a more important factor—the railwaymen themselves. No system, however carefully thought out, can be better than the men whose duty it is to administer it. Because of this, Canadian National employees are pledged, as their first consideration in all circumstances, to the strict observance of all rules and the prompt and faithful performance of all actions which make for safety of life and property.

This safety of railway travel is, therefore, no casual matter. It is the result of the adoption of the most rigorous standards and the application at all seasons and times of one principle—that nothing will be tolerated in railway operation which is not safe no shortcuts no experiments no substitutes.

At this season of the year when travel in all its forms is at its peak and highways are crowded, this matter of safety is of unusual importance. It should receive the serious consideration of the traveller, whether for long or short distances. Such consideration will show another and powerful reason for travelling by the C. N. R.

During 1933, of 9,434,812 passengers carried, not a single life was lost on the Canadian National Railways trains through collision, derailment, or failure of equipment.

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