

## U. S. TRANSPORT SYSTEM CARRIES RECORD LOADS

**Big Movements of Troops Tax Nation's Rail Facilities; Bus Traffic Has Increased by 44.1 Per Cent**

If soldiers, sailors and other travelers are crowded in the aisles of America's trains and buses, it's because approximately one out of four trips is unnecessary.

Big troop movements and travel essential to the war have been sufficient to keep the country's normal transportation facilities operating at peak capacity alone or virtually the old equipment, but with non-essential travel added, the system has been heavily burdened. Even greater increases are forecast for 1944, however.

Reviewing the transportation system's record achievements for 1943, the Office of War Information revealed:

1. Solid-troop rail transport (trains carrying only troops) within continental United States increased about 50 per cent in 1943 over 1942.

2. About 85 billion passenger miles were rolled up by U. S. railroads in 1943, as compared with 54 billion passenger miles in 1942 and 29 billion passenger miles in 1941. This figure includes both solid-troop transport and individual military and civilian travel. Joseph B. Eastman, director of the Office of War Transportation, predicts that 1944 will see a still further increase in total military and civilian passenger mileage of about 15 per cent over 1943.

3. The Air Transport Association of America estimates that in 1943, 1,560,000,000 passenger miles were flown by domestic airlines. This figure compares with 1,481,976,229 passenger miles for 1942 and 1,496,734,611 for 1941.

4. Despite steadily increasing civilian, business and individual military passenger travel, practically no new passenger-carrying equipment is being manufactured, and equipment in use is rapidly wearing out. In addition, the manpower shortage continues, and terminal and servicing facilities are limited. Railroads are handling today's vastly increased traffic with actually one-fourth fewer cars, one-third fewer locomotives and nearly one-third fewer employees than they had in the last war.

Passenger travel is now approaching twice what it was a year ago, and is over four times what it was before the war began. To carry this startling load, railroads and buses have about the same equipment they had before the war. Other war needs make it impossible to get more.

Today's soldier travels twice as much as he did in 1918, averaging seven moves from camp to embarkation points, or over 800 miles for every soldier for at least five of the seven moves within the continental United States. Two million men and women who travel each month under military orders take more than half the sleeping cars and about one-third of all the coaches. Another estimated 2,000,000 servicemen and women travel on furlough, plus additional millions of civilians traveling on essential war work.

A serious and delicate problem is the one of traveling "GI" wives, children and babies. Brides want to spend some time with their husbands before their departure overseas or transfer to another station; young mothers want to give soldier fathers a few days' acquaintance with their offspring, or want to settle down near their husbands in camp. Fathers and mothers want to visit their sons in service. Since travelers are not likely to believe any tales of travel hardships which their kinsmen in the services tell them; and they often undergo incredible difficulties for a farewells glimpse of a man in uniform.

The military, co-operating with railroads, had developed last fall about 1,200 troop sleepers and 400 mess cars. They are of a special design which are being built with material allocated by the War Production Board in co-operation with the Defense Plant Corporation. They will accommodate 30 men in 30 single berths built in three tiers, will have ample washroom and toilet facilities, and will be equipped so that they can be handled in high speed trains. They will increase the sleeping car accommodations capacity for troops by about 40 per cent, and after the war will be convertible to freight cars.

Twenty-five million meals a year are served on railroad dining cars in a peacetime year; 44,000,000 were served in 1942, and 50,000,000 in 1943.

Carriers are also enjoying their largest gross revenue in years, according to figures released by the Interstate Commerce Commission.

**SUPERPHOSPHATE**  
Superphosphate for North Carolina farmers under the 1944 agricultural conservation program will be available again this year, announces T. G. Scott, chairman of the State AAA committee.

## The Week In Washington

**A Resume of Governmental Happenings in the National Capital**

Washington, Jan. 10.—As Russians chased Germans into Poland and the general allied military picture continued to brighten, domestic plans and problems radiated from our nation's capital.

Senator Elbert D. Thomas predicted early congressional approval of a billion dollar outlay for education of veterans of this war. This plan could be applied to 75,000 men being discharged monthly from military service.

According to Thomas, who is chairman of the senate education committee, the veterans would get \$50 monthly for subsistence. Their tuition would be paid by the government. Married veteran students would be allowed \$25 additional for a dependent wife and \$10 for a dependent child.

Chester Bowles, chief of the Office of Price Administration, defended his office in a 20000-word statement directed against those who have stated that the OPA was abusing its authority. It was emphasized that the courts have upheld the OPA in 94 per cent of cases involving its authority. Bowles countered statements that OPA rules are complicated with the assertion that American business and pricing practices are complex and cannot be governed by a few simple rules.

Charles E. Wilson, executive vice-chairman of the War Production Board, warned in a speech before executives of WPB's office of operations that despite cutbacks, and announcements that we are over the hump in war production, it is too early to expect a start of general civilian production. He said:

"The amount of material we sent to Africa and Italy is insignificant compared with the amounts that must go over for the new phase of war that lies ahead."

Senator Walter George brought up the important matter of a system by which our servicemen and women can vote, thereby enjoying one of the privileges of the democracy they are fighting for.

George said he believed that our warriors are as interested in voting for sheriff and governor in their home state as they are in the presidential election. He said he believed it feasible for governors to call special sessions of legislatures, where necessary, to arrange for the printing of primary and general election ballots for their states.

"I have no objection," he said, "to these ballots being distributed and collected by any federal agency congress might see fit to designate. Everyone wants to see the servicemen and women vote and it is difficult to imagine why that cannot be done through the preparation of ballots by the states and their transmission to and from the service personnel by federal agencies."

## Selective Service Rules Undergo Major Changes

Washington—In a sweeping revision of the system for physical examination of draft-eligibles, selective service Friday abolished "screening" examinations by local boards, and arranged for final examinations to be given at least 21 days before actual induction.

Under the new system, which is to become fully effective Feb. 1, post-induction furloughs also are abolished. Currently these are three weeks for those inducted into the army and one week for those who go into the navy.

Aimed at complying with the mandate from congress for pre-induction physical tests and eliminating uncertainty by draft eligibles over whether their physical condition meets service standards, the new system will work in this manner:

Men in Class 1-A who are about due for a call to service will be dispatched to induction stations. There they will be examined by army and navy physicians. All will be sent back home as civilians with those who were found acceptable having assurance that they will not be ordered to report for induction for at least three weeks.

The army and navy examiners also will classify acceptable men in three groups—"army general service," "army limited service" and "navy" (including marines and coast guard)—according to their physical condition. The navy demands a slightly higher degree of physical fitness than does the army. The army accepts for limited service men with physical defects barring them from general service.

Thereafter, calls to local boards will be for a definite number of army general service, army limited service, and navy men instead of for an over-all total of men, as at present.

### CULLING

Culling out one-fifth of the layers from the average farm flock will save about 10 per cent on feed costs without sacrificing egg production, says C. F. Parrish, extension poultryman at State College.

### HOGS

Farmers should always collect ration points when they sell or deliver pork off the farm, also beef, lamb and mutton, say government officials.

### Try BISMAREX

for Acid Indigestion. Insist on genuine BISMAREX and refuse other so-called Anti-acid Powders, recommended to be "just as good." BISMAREX is sold in Watauga county only at

**BOONE DRUG CO.**  
The REXALL STORE

## 85,946 Military Planes Built in U. S. During '43

Washington—December warplane output was 8,802, 13 more than in November, the aircraft production board announced Friday.

Military and production officials had expected a December output of 9,000 planes.

The December output brought the year's total to 85,946 military planes of all types, compared with 1942 production of 47,873.

Manufacture of heavy, four-engine bombers surpassed the delivery schedule, it was disclosed, and over-all production was 95 per cent of schedule.

### PRESSURE COOKERS

Pressure cookers for food preservation can now be bought without bothering to apply for a certificate from the local rationing board, report State College home economists.



This is what we've been working for all along. This is the year to hit and hurt the enemy. This is the time when everything you do counts double. If we all get together and do all we can, we'll be over this hurdle and well on our way to complete and crushing victory.

No question about the men in uniform—they'll go "all out." But can we count on you to back them all the way? Your quota is where you work—you've got to buy your War Bonds and then buy more, until every last loose

cent you have is fighting. Tough? Of course, it's tough—unless it is a sacrifice you're simply not doing your share!

Make the sacrifice now—buy more than the extra \$100 Bond your country counts on you for—winning the war is worth any sacrifice you make. Besides, you aren't giving, you're lending to America! You'll get back every dollar you invest in War Bonds, with interest.

An extra \$100 War Bond now is the minimum for everybody—can't we count on you for more?



This sticker in your window means you have bought 4th War Loan securities.

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The Boone market has broken all records, as we are definitely assured of selling over two and a half million pounds. This has been a banner year for us both in pounds sold and DOLLARS paid the farmers.



**SALES WILL END THURSDAY, JANUARY 20th**

**Be sure to listen in on our programs over WJHL at 7:10 a. m. and 4:45 P. M.**

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