

**THE FRANKLIN TIMES**

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**Delivers Address Welcomes**



**MR. W. H. YARBOROUGH**  
Who delivered the Memorial Address on last Sunday.



**SUPT. G. B. HARRIS**  
of Franklinton  
Who delivered the Address of Welcome at the Memorial Services.

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**ROMANCE SAILS AGAIN**

Among the four things which King Solomon listed in the Book of Proverbs as mysteries beyond his understanding were "the way of a ship in the sea" and "the way of an eagle in the air." Those are still wonders which grip the imagination of most human beings. In this mechanical age it is easy for most to understand how an airplane flies, but the flight of a bird is beyond us. So with a ship. The steamship is a modern mechanical marvel, but the sailing ship carries with it a tradition and an appeal to something deep in the human spirit that has its roots back in the beginnings of Man's conquest of Nature, as deep-rooted as the spirit of adventure itself. So there is something deeply moving to the imagination in the news that the annual race of the grain-ships from Australia around Cape Horn to the Market ports of Europe is under way again. Thirteen towering wind-jammers, their skysails set and their holds full of golden grain, are plunging eastward and northward over the courses which Magellan and Drake and Captain Cook and the host of adventurous explorers who sailed those perilous seas when the world was young. It is a pageant which stirs the blood of everyone who has a feeling for the romance of a vanished past, of which these ships are almost the sole survivors.

**JUNK THE OLD CARS**

The proposal has been seriously put forth by an automobile manufacturer that the Government should spend a hundred million dollars to buy the million worst old automobiles now on the roads and destroy them.

There seems to be much sounder common-sense behind that project than there is in some of the things which have been proposed or actually undertaken in recent years. It was difficult for the average American to see the justification for the wholesale destruction of livestock and produce under the old A. A. A. Those were real wealth.

Many of the old automobiles in use, however, are not only practically valueless but a positive menace to human life and public safety. Most of them are beyond repair, and their old-fashioned two-wheel brakes cannot be adapted to modern safety requirements.

A hundred million dollars would be a high price to pay for only a million of these "jalopies". There are probably five million outdated cars cluttering the highways which could be junked for that amount.

We do not advocate unnecessary government spending, but if it's being done, why not spend some where it would do a public service? And if spending of public funds is to continue for the benefit of special groups and classes, why are not automobile manufacturers entitled to as much consideration as cotton planters or any other group?—Exchange.

This might benefit, by reducing accidents as well as increase sales for new cars.

**RAILROADS AND GOVERNMENT**

The movement for government ownership of railroads appears to be gaining headway in Washington. The President has declared himself as opposed to it, but the pressure on Congress to enact a Federal ownership law is increasing. The Railway Labor Executives Association is for it. President William Green of the American Federation of Labor has declared in favor of the plan. And some of the members of the Interstate Commerce Commission, including Joseph C. Eastman, see no way out for the roads than to have the Government buy them and assume responsibility for their operation.

Commissioner Eastman some time ago worked out a comprehensive plan whereby a Federal corporation, to be known as United States Railways, would be formed to take over the lines. The management of the Corporation would be in the hands of five trustees, three named by the President, two by holders of railway securities, aided by a group of 24 unpaid advisers representing business, agriculture, labor and other interests.

Under the Eastman plan, which is the basis of present discussion of the subject, the United States Railways would at once take over all the roads, on a rental basis until a fair price for each property could be determined. Once a price was agreed upon, the settlement would be partly in debenture bonds, guaranteed by the Federal Government, and partly in preferred stock, to give present railroad security holders a chance to benefit from future earnings. The price to be paid would be based not upon the costs of the railroads to their present owners, but upon their record of earnings.

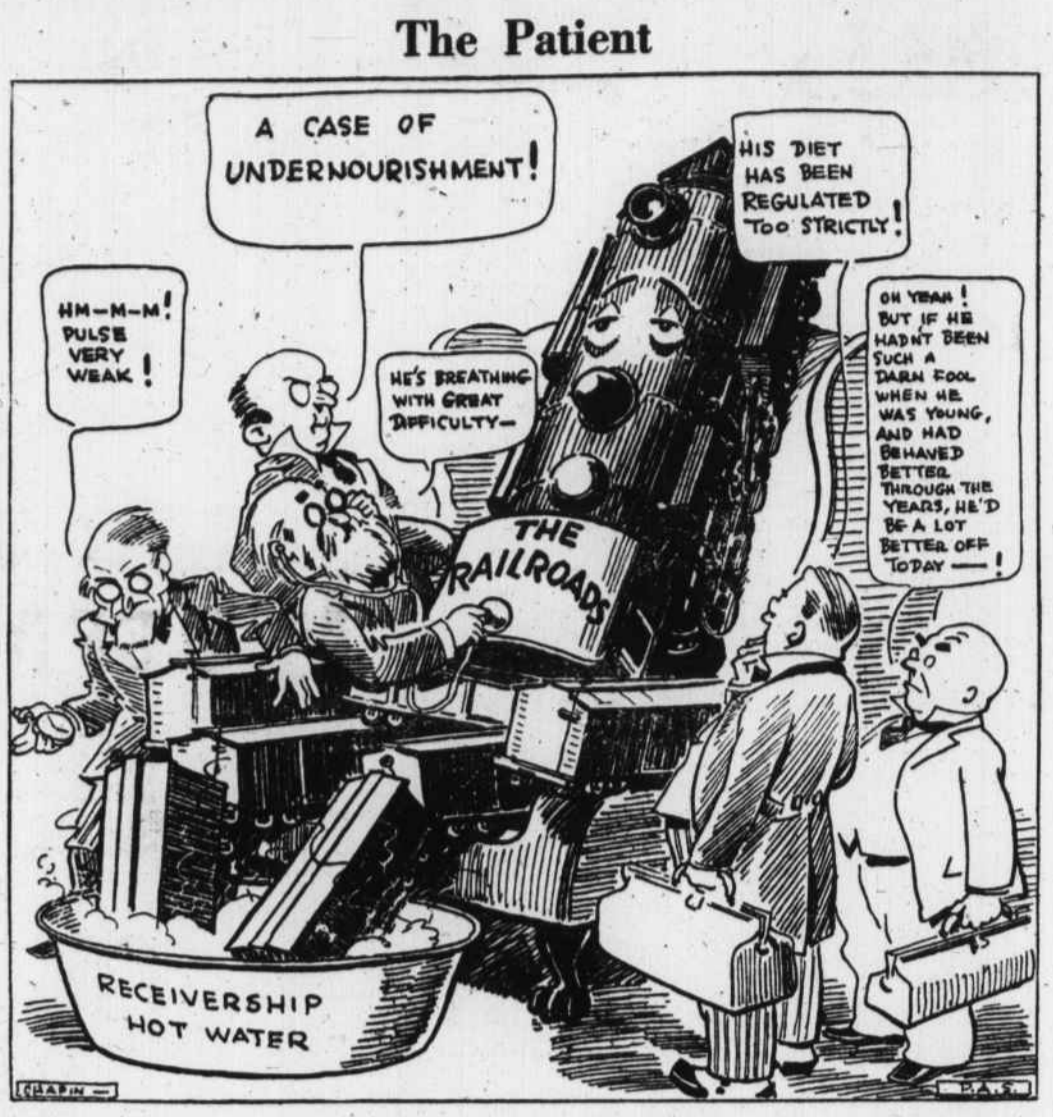
There is no question but that the railroads of the United States are in a desperate situation. Thirty-one per cent of all railroad mileage is in receivership. More than \$6,000,000 of railroad bond interest is in default. The railroads are losing business to other media of transportation with little hope of regaining lost ground.

In spite of all that, however, the Federal ownership proposal is one which should not be adopted hastily. There are many dangers, not the least of which is that under political control the railroad system would be unable to resist pressure for unwarranted increases of personnel and payroll. It is time to "make haste slowly."

**Scouts Pow-Wow At Cleveland**



Boy Scout leaders from all parts of America were welcomed to Cleveland at the 28th Annual National Council of the Boy Scouts of America began sessions. Left to right, Col. Theo. Roosevelt; J. E. West, Chief Scout Executive and National Commissioner D. C. Beard, all of New York, together with Canadian Chief Scout Executive J. A. Stiles of Ottawa, Ont., and W. Head of St. Louis, president of the Boy Scouts of America.



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SODA, Arm & Hammer, pkg. .... 4c  
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