

THE FRANKLIN TIMES
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C. P. & L. SURVEY HIGH LIGHTS

The following is the main features of the Carolina Power & Light Co.'s survey facts, dealing with why the Town of Louisburg should purchase electric current at wholesale:

OPERATING STATISTICS
 Under the above heading C. P. & L. lists itemized by months from July 1943 to June 1944 inclusive the cost of generation and oil consumption, the totals of which are as follows:

	KW Gen.	Gals. Oil Consumed	Lubricating
Total Diesel plant auxiliaries only	1,644,100	134,488	2,465
Net Plant Output	1,588,900		

OPERATING EXPENSE OF DIESEL PLANT

134,488 gallons fuel oil at 8.18c per gallon	\$11,001.12
2,465 gallons lubricating oil at 37c per gallon	912.05
Repairs to engines	1,806.96
Repairs to plant equipment	610.33
Supplies for power house	444.93
Salary 2 engineers (1 additional engineer charged to water works)	2,789.90
Part of salary of superintendent (Remainder charged to water works)	2,491.25
One-half of sundry labor (Other 1/2 of this item charged to distribution system)	521.31
Insurance on engines	403.55

Sub-Total, Operating Expense of Diesel Plant \$20,991.42

COST OF PURCHASED ELECTRICITY TO REPLACE DIESEL PLANT OUTPUT

The total net kilowatt-hours required to supply all the electricity needed by the Town, including both for municipal services and distribution system losses, is 1,588,900 Kwh (See Section II). The totalizing meter between the generator bus and the single outgoing feeder (see attached drawing) is equipped with a demand meter attachment and the registrations from this meter have been recorded in the plant log. This meter measures all the power generated, including the Diesel plant auxiliaries, which aggregate 10 KW and which load will be eliminated when electricity is purchased, except that the series street lighting circuit feeding 70-250 c.p. lamps (11 KW) is taken direct from the generator bus. Therefore, by adding a net load of 1 KW to the actual demands as record, the actual demand for each month can be determined.

Rate Application

Month	WK Demand	Kwh	Net Bill on Rate Schedule P-21 Less 3% (Term Discount)
July 1943	336	126,510	\$1,585.69
August	321	124,660	1,546.43
September	421	139,490	1,828.76
October	451	139,480	1,876.69
November	434	135,230	1,814.44
December	434	135,240	1,814.52
January 1944	434	135,230	1,814.44
February	451	131,750	1,812.95
March	396	134,270	1,745.70
April	366	124,600	1,617.96
May	341	131,650	1,636.07
June	331	130,790	1,612.98

Total Cost If Purchase All Power 1,588,900 \$20,706.63

It is observed that all the power requirements of the Town could have purchased for \$285.00 less than the bare Operating Expense of the Diesel plant.

OPERATION OF DIESEL PLANT VS. PURCHASED POWER
 Based on the price obtained for two used Diesel engines in this territory last week, it is reasonable to assume that the three largest engines can be sold for \$24,856.63 (roughly \$25,000.00). The little engine is twenty-seven years old and would probably not bring very much if offered for sale. Therefore, it might be much more desirable for the Town to retain this unit as a standby to the water works in making available to the property owners of the Town the lowest possible fire insurance rates.

SAVING IN CAPITAL OUTLAY AND INTEREST

Such a retirement would save the Town the following:	
Paid in retirement of change-over certificates	\$2,816.64
Paid in retirement of new engine certificates	4,386.60
Paid in retirement of portion of 1923 bonds to be retired	557.00
Interest paid on change-over job	166.70
Interest paid on new engine	856.33
Interest paid on portion of 1923 bond issue to be retired	517.65
Total Saving in Capital Outlay and Interest	\$9,330.92

SUMMARY OF SAVINGS IF SUBSTITUTE WHOLESALE POWER

Saving in operating expense	\$ 285.00
Saving in capital outlay and interest	9,330.92
Total Saving to Town If Substitute Wholesale Power	\$9,615.92

The people of Louisburg should not misunderstand the Wholesale purchase of electricity plan to reduce their electric rates. The town will continue to have full charge of the sale of current and the rates will probably remain the same. Should they be reduced in all probability the difference will have to be made up in extra taxes, a portion of which will be passed on to renters. The only proper thing to be done, in fairness to all, would be for the Power Company and the Town to secure the service of two entirely impartial engineers to make a survey of the electric plant and properties and establish a fair price for same and then the Power Company take it over at that price. This action would come nearer bringing the results asked for and expected by the public.

NO RECONVERSION — BUT

Few people realize that agriculture is one of America's largest industries and employs approximately one-fifth of America's total workers. During wartime, our farm families have performed their difficult task of supplying food for our armed forces and Allies, only by working long, hard hours, seven days a week, 365 days a year—coping daily with the shortages of farm machinery, equipment and manpower. While this industry will not need time for conversion of its processing plants at the end of the war—it still faces a tremendous responsibility of producing greater quantities of food than ever before in history . . . so that the people in these United States and throughout the world may have better food, better health, and a better life.—Dairymen's League-Cooperative Association, Inc.

A MAGNIFICENT FAILURE

After bucking a head wind for eight and a half hours, the Handley-Page, bound from New York to Chicago, non-stop, was forced down in a farm meadow, with a frozen water line, several hundred miles short of its objective. And so ended the first air express experiment on a bleak fall day in 1919. The cargo continued by train.

The twenty-fifth anniversary of the foregoing incident, marking the beginning of air express, is being celebrated this November. The Handley-Page was a cumbersome, four-motored ex-bomber—a "crate" of the worst kind, measured by today's standards. Yet the fact that the experiment was tried shows the pioneering instinct inherent in the American people. The comment of an official of the Express Agency at the time of the attempt, is prophetic: "The attempted flight of the Handley-Page shows the necessity for aviation maps which do not now exist; for proper starting and landing fields; and for a proper type of commercial machine which will have a revenue-load lifting capacity of a sufficient amount to make it worth while, without sacrificing the necessary speed. All of these things will come, and the day when we shall have regularly established airplane service between New York and Chicago and many other points throughout the country, is near at hand. We are in no way discouraged by the fact that the first attempt did not succeed."

"All of these things" have come. Unified air express covering our nation and many foreign countries, now carries millions of pounds annually on scheduled flights.

ARE WE GOING TO CHANGE NOW?

It might improve the perspective of our Washington coal shortage prognosticators to read a news release from Paris describing how the matrons of the maternity hospitals of that city are appealing for "coal for babies." It states that: "At present, births average sixty daily. Because the mothers have suffered many privations, especially in the matter of food, about one-third of the new babies require special attention, but incubators and other appliances are operated by electricity, and current in the city is dispensed most grudgingly, since there is very little coal with which to generate it. . . . Hot water bottles are being resorted to."

And we think we are short of coal! Coal mine operators have claimed steadily that the coal shortage of which so much has been heard, is small in spite of strikes, and could be made up if strikes would cease. They have gotten precious little encouragement from the government that dominated every detail of their operation.

The positive, hopeful attitude of the coal producers is in sharp contrast to the pessimism of officialdom. But then that is the way it has been all through the war. The bureaucrats delight in saying a thing can't be done, while private individuals in private industry go ahead and do it in half the time in which the official "experts" said it couldn't be done at all.

In the past, the responsibility of production has been left to those who have demonstrated they can produce. That is why the United States has always been a land of plenty.

Advertise in The Franklin Times

OUR DEMOCRACY — by Mat

HOME AND FAMILY

"THE SECURITY AND ELEVATION OF THE FAMILY AND OF FAMILY LIFE ARE THE PRIME OBJECTS OF CIVILIZATION AND THE ULTIMATE ENDS OF ALL INDUSTRY AND TRADE." — CHARLES W. ELIOT



EVER SINCE THE FIRST SETTLERS BUILT THEIR CABINS, STORED THEIR FOOD AND FUEL, IT'S BEEN TYPICAL OF THE NEW WORLD TO REGARD THE SECURITY AND ELEVATION OF THE FAMILY AS PRIME OBJECTS.



THAT'S ONE BIG REASON WHY OUR DEMOCRACY IS WHAT IT IS TODAY — WHY SO MANY OF US OWN OUR HOMES, HAVE MONEY PUT ASIDE IN WAR BONDS AND SAVINGS ACCOUNTS, FAMILY SECURITY IN LIFE INSURANCE — WHY OUR COUNTRY IS THE FINEST IN THE WORLD. — HEART OF OUR CIVILIZATION.

CURRENT LITERATURE CLUB
 The Current Literature Club met at the home of Mrs. Malcolm McKinné Tuesday afternoon, Nov. 14. Mrs. Patten, the president, called the club to order and the minutes were read and approved. The program for the afternoon was "The Japanese Warrior," Mrs. Moon discussed "The Army and Japan" and Mrs. Welch gave a paper on "Imperial Way and World Government." After the program Mrs. McKinné invited her guests into the dining room which was beautiful with its long table, candles, cut flowers and window plants. A supper course was served to the following club members: Mrs. V. R. Kilby, Mrs. I. D. Moon, Mrs. Walter Patten, Mrs. R. N. Welch, Mrs. S. P. Burt. Mrs. A. Paul Bagby, Miss Bessie Harding, Miss Mary Yarborough, Mrs. T. C. Amick, Mrs. M. S. Davis and Mrs. Harry S. Cobey, a special guest. Young and inexperienced father, gazing at triplets the nurse had just brought out: "We'll take the one in the middle." —On Pay Day, Buy War Bonds—

LEGGETT'S

Thanksgiving News



Deep piled warm soft wool takes to cold weather like a polar bear.

The Right Coat --- The Right Price. Just a smooth step from a daytime job to a after-dark date for our color bright dress.

Exciting Hat News!



Sparkling new Hat Fashions for every costume all at budget prices.

Leggett's
 BERT'S STORE
 "Leggett's Leads in Louisburg!"
 WEST NASH STREET LOUISBURG, N. C.