

The News-Journal



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In Memoriam
PAUL DICKSON
 1889 - 1935

MRS. PAUL DICKSON, Editor

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Garbage Collection

Many of the townfolk are com-
 plaining about the irregularity of the
 garbage collection in Raeford. (And
 now that we are recovering from a re-
 cent severe cold we are beginning to
 realize that things are not what they
 should be in this matter.)

Maybe it is not nice that we start
 giving suggestions to our new mayor
 about before he gets into office and
 has had little opportunity to remedy
 the deplorable situation, but Mr. Mc-
 Fayden: "How about getting the gar-
 bage truck back to its regular func-
 tions? The weather is powerful hot
 and several days accumulation of gar-
 bage takes on a powerful and very un-
 attractive fragrance when it is left
 about the front yards of the town's
 homes.

You know, the collection regulations
 require the folks to place their gar-
 bage cans at points most accessible to
 the truck, so most folk have to keep
 this smelly and un-healthy mess at their
 front doors. With so many extra peo-
 ple living in each household, the refuse
 that is not burnable accumulates at a
 rapid rate, and so do the flies, gnats,
 rats and stray dogs—not to mention
 the odors and the germs.

To say that it is an odoriferous prac-
 tice for the town to collect the stuff
 just every now and then is being
 mild about an unsanitary and unhealth-
 y condition. How about some regu-
 larity and an increase in the frequen-
 cy of the collection trips during the
 summer, at least.

Pleasure Last

Stately non-essential travel on
 trains and buses must be eliminated
 and (vacation travel) must be rigidly
 limited. The Office of Defense Trans-
 portation directs this earnest warn-
 ing to everyone, and adds that it is
 impractical to apply a system of travel
 priorities. Therefore, it is up to the
 individual. He can either assert his
 "privilege" to visit Aunt Hattie and
 possibly deprive a man of a trip home
 on furlough—after months of service
 —or forego the visit in favor of the
 service man, or the civilian on war
 business. The same seat cannot ren-
 der double service. The public must
 see that the war comes first.

Organized troop movements by rail
 are proceeding at the rate of over
 2,000,000 men a month. They require
 the constant service of over one-half
 of all Pullman sleeping cars and
 nearly one-fourth (over 3,000) of all
 day coaches.

Soldiers make an average of eight
 moves by railroad between induction
 and embarkation for service overseas.
 It takes 356 passenger cars, as well as
 42 baggage cars and over 900 freight
 cars, made up in 65 trains, to move an
 infantry division of 15,000 men and
 their equipment. Movement of an
 armored division and its vehicles re-
 quires 75 trains of from 26 to 45 cars
 each. Furlough travel on regularly
 scheduled passenger trains equals ap-
 proximately the volume of organized
 troop travel. Both are to increase
 substantially during the months im-
 mediately ahead. No new railroad
 passenger cars or locomotives, and no
 new inter-city buses, are being con-
 structed.

These are a few of the reasons why
 civilians are being asked to limit their
 traveling activities. It is no sacrifice
 to limit your traveling to necessity if
 it helps your boy get home on fur-
 lough or speeds freight on which his
 very life may depend.

Land Prices and Inflation

One of the viewpoints from which
 the dreaded inflation is being observed
 is in farm land prices. Until a few
 months ago, there had been little ac-
 tivity on the farm land market, and
 prices were considered to be fair and
 equitable in the few transfers that
 were being made.

Now, lenders of money have made
 credit somewhat easier and there is a
 rising demand for farms. With the
 demand for acreage the owners are
 raising their prices. Farm land can-
 stand a slight raise in prices from
 what they were several years ago, but
 the sky-high prices which they reach-
 ed at the time of the last war, during
 the unjustified boom in farm and pro-
 duce, bankrupted many good farmers
 and left debts, which took years to
 clear up—many through dispossession

proceedings.
 Farmers buying land now, should
 carefully consider the possibility of
 cash return over a long period of
 years, not just the value of a crop or
 two under present favorable markets.
 If you don't remember the hard times
 of the Twenties and the harder times
 of the early Thirties, just get some
 good advice from older men who man-
 aged to weather those conditions be-
 fore paying fancy prices for acreage
 whose net incomes for those trying
 days are not available.

Need For Penny Brings A Paid-Up Subscription

A few weeks ago we had a crack in
 this paper about fellows who didn't
 pay for their paper. This week we
 are going to use the space to tell you
 about a fellow that went to the other
 extreme and paid up his subscription,
 not because he has any great regard
 for the editor, or the paper, so he
 says, but because he found himself
 short financially and needed to raise
 a penny. We won't reveal the sub-
 scriber's name because we might
 make a good subscriber like Ed. Mil-
 ler mad and that would never do.

A farmer from out south of town
 came into the post office in a hurry
 on Tuesday afternoon with a package
 to mail. When he went to pay the
 postage he found that he was a penny
 short. He asked the clerk to wait a
 minute and he would raise the neces-
 sary money. He came into this office
 and announced that he wanted to pay
 up his subscription.

He asked if it would be all right if
 he made the check for \$2.01, saying
 that he needed another penny to pay
 up the postage on a package. This is
 our idea of going to extremes to raise
 a penny. We wish that more people
 would get out of similar predicam-
 ents in a like manner. Most days
 we can stand the pressure and will
 try to take care of larger amounts up
 to five cents.—Onarga (Ill.) Ledger-
 Review.

About Overseas Air Mail

You're wondering why that air mail
 letter to the servicemen overseas came
 back to you marked "postage due—
 six cents"?

It's a Federal regulation which ac-
 cident into effect on October 30, 1942,
 according to Postmaster D. Stanton
 Insko, and states that "the rate of pos-
 tage on air mail sent to and by mem-
 bers of the armed forces stationed
 outside the continental United States
 is six cents on the half-ounce, instead
 of the usual six cents on the ounce."

Therefore, any letter sent by air
 mail to an APO station at San Fran-
 cisco, Calif., New York, N. Y., New
 Orleans, La., Miami, Fla., or Presque
 Isle, Me., requires 12 cents postage
 instead of six cents, per ounce. Let-
 ters sent by air mail to the APO sta-
 tion at Seattle, Wash., requires only
 the regular six-cent air mail rate per
 ounce, as the Seattle APO territory is
 included within the continental limits
 of this nation.

Until recently, postoffice workers
 have been dispatching to the APO sta-
 tions letters carrying insufficient pos-
 tage, and the due postage has been
 collected upon delivery of the letters.
 A more recent regulation orders pos-
 tal clerks to return such letters to the
 sender if a return address is available.
 Otherwise, the letter will be sent by
 regular mail.

NEW AIR RAID WARNING SYSTEM

WHEN SIGNAL IS GIVEN	IT MEANS	YOU DO THIS
RED WARNING		1. All lights out, unless specifically exempted. 2. Radio silence, with lights on low beam. 3. Pedestrians may walk. 4. Workers remain at jobs. 5. Civilian Defense mobilized.
STEADY BLAST		1. Traffic stops. 2. All lights blacked out, except authorized emergency lights. 3. Take shelter.
SERIES OF SHORT OR WAVERING BLASTS		1. All lights continue out, unless specifically exempted. 2. Leave shelter and resume activities. 3. Resume driving, with lights on low beam. 4. Civilian Defense remains mobilized.
RED WARNING		1. All lights continue out, unless specifically exempted. 2. Leave shelter and resume activities. 3. Resume driving, with lights on low beam. 4. Civilian Defense remains mobilized.
STEADY BLAST		1. All lights continue out, unless specifically exempted. 2. Leave shelter and resume activities. 3. Resume driving, with lights on low beam. 4. Civilian Defense remains mobilized.
ALL CLEAR		1. Shelter ends. 2. Office business resumed. 3. You will carry the "All Clear" on transport authorized by the Army Service Command.

CAUTION! If enemy planes get too close before discovery, the first audible signal will be RED! Listen closely!
REMEMBER! Check your local regulations and observe them!
IMPORTANT: Tack Up This Notice!

AMERICAN HEROES BY LEFF



The Distinguished Service Cross has been awarded Staff Sgt. Doyle Kimmery of Huntington, Texas, for manning a sub-machine gun and returning the fire of low-flying enemy planes during the Jap attack on Hirkam Field. When his ammunition was gone he ran from the cover of his truck to get more, and kept firing until the truck was bombed. He showed bravery beyond the call of duty. Figure out for yourself how much you can invest in War Savings beyond what you are doing now.

U. S. Treasury Department

UNDERCROFT PRESBYTERIAN CHURCH COMPLETED

The Raeford Presbyterian congregation has now a completed church. Recently, the basement has been finished, and is a pretty and comfortable part of the building. The basement has a large auditorium, and a large congregation can be seated in this wide space.

RED ROBINS TO PLAY ARMY FINANCE SCHOOL

Red Springs, N. C.—The Flying Robins will play the Wake Forest Army Finance School here in Robbin Park next Sunday. Bill Gates will be on the mound as the Robins attempt to stop the Financier's five straight winning streak.

Mr. and Mrs. Alice Snead and son of Rockingham were Raeford visitors this week.

POOLE'S MEDLEY BY D. SCOTT POOLE

The South entered the Civil War unprepared. They had but few trained soldiers, no navy nor any money. They depended upon vim and courage. Had the Confederacy provided for a sound currency sufficiently, the Lost Cause would not have been lost so early.

M. C. McDonald, who died suddenly Friday evening, July 2nd, was a farm boy, reared on McLeon's Creek about 6 miles from where he bought a large tract of land on credit, worked and paid for it, then built a town on part of it—or did more toward building a town than anybody else in this part of the state.

Jim Von Cannon, who helped McDonald build West End, died only a few months ago. Both McDonald and Von Cannon were the architects of their own fortunes for a fact.

The earning capacity of men are not so different, but some manage to apply what they make toward making more. A man who doesn't save and apply his earnings is numbered with the 60 per cent who die leaving no estate. Only 20 per cent of the folks who die leave any estate.

I remember when I went into a home in our community in which I grew up, there hung several bunches of home spun thread on the wall of the living room. Mother's, Sarah's, Buttie's, and Lizzy Jane's. The women folks were as constantly at work as the men.

A good portion of the goods sold in stores in the South before the Civil War was imported from European countries. During the war the ports were closed by the Federal Navy, and good clothes and good things to eat and drink could not be had by Southern people.

Home made foods, and home made clothing were all the folks had. I remember the home made clothes, and the foods we had. We boys planted wheat or oat straw to make our hats. I could only plat five straws. Black cloths were unusual because they could not get logwood.

There was much stealing during the Civil War; the rogues stole from horses down to potatoes, but meat and lard were the more often stolen. Men stole horses and rode them down south and sold them. Still, most folks

were home.
 This "Work or Fight" program must have definite plans. Lands upon which crops may be grown, and the movement should have started sooner.

Along these days, laborers have plenty of holidays—spare time in which to fish, or read, go visiting, where the distance is short enough to walk. But few have gas to ride very far.

For some years in the latter 80's A. F. Page and sons hauled logs on tram cars on a tram road seven miles to a place a mile north of Pinehurst, and in 1886 A. F. Page put down iron rails to that place, and the naval stores, spirits of turpentine and rosin, met him in quantities.

In 1888 the road was extended to West End. Two years later it was extended to Candor. That was the terminal for six years. Then later, by 1896 the railroad was to Troy and to Asheboro. It was then the "Aberdeen and Asheboro Railroad." Two years later the road was extended to Mount Gilead.

A passenger coach was knocked to the rear of a freight train to accommodate passenger for some years on both "Page's and Blue's" train but for many years both roads ran nice, well equipped passenger trains over their roads to accommodate the traveling public.

LIBRARY NEWS

June 30th marked the close of the library year and the following statistics will be of interest to the public:

- Total number of volumes at beginning of year 2304.
- Total number of volumes added during year 966.
- Number of volumes withdrawn from record 27.
- Total number of volumes at end of June 30, 1943, 3243.
- Adult nonfiction and fiction lent for home use 10388.
- Number of volumes for children lent for home use 5037.
- Total number of volumes lent for home use during year 15425.
- Total number of borrowers registered during the year 3054.

Turkey is expanding the use of hand looms by supplying the necessary war materials and financial aid to opera-

It's 70° ABOVE... WHEN IT'S 60° BELOW 40,000' ABOVE

ELECTRICALLY HEATED UNDERWEAR AND FLYING SUITS MADE OF COTTON CLOTH WIRE WEDGED TO ELECTRIC BATTERIES... THE QUARTERMASTER CORPS OF THE U. S. ARMY... THEY ELIMINATE THE NEED OF HEAVY, CUMBERSOME CLOTHING FOR FLYING AT HIGH ALTITUDES. AUTOMATIC THERMOSTATS CONTROL HEAT PREPARED BY THE FLYER.

ELECTRIC CLOTHES ARE A RESULT OF EXPERIMENTS BY SCIENTISTS ACCOMPANYING POLAR EXPEDITIONS... WHILE THE TEMPERATURE WAS 50° BELOW ZERO ONE SCIENTIST SLEPT OUT OF HIS COVER ONLY WITH A COTTON SWEAT SUIT IN WHICH WERE WIRE COILS.

FLYING QUARTERMASTERS NOW SUPPLY MORE AND MORE ESSENTIALS FOR THE AIR... ARE PREPARED BY ALL-COTTON FABRICS... COLORED TO IDENTIFY IT AS A SUPPLY CASE... MARK CHECKED BY THE CHECKER... ONLY MONEY REQUIRED TO BE PAID AT THE CHECKER.

Buy COAL Now

To **KEEP WARM** Next Winter

We have a limited amount of good COAL on hand and we urge you to buy NOW.

The mines are rationing COAL to the dealers and we cannot contract for as much as we bought last year.

No orders accepted for future delivery.

HOKE OIL & FERTILIZER CO.

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