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C. S. FOSTER President  
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General Franco probably realizes now  
that to the victor belongs the spoils.

This Chinese checkers business is liable  
to create some more "Tobacco Roads."

'Pears like we're going to have to reverse  
the thing and beat our plowshares into  
swords.

The Republican senators are supporting  
Senator Byrd's reorganization bill. Even  
political blood is thicker than water.

The fellow at the next desk was wonder-  
ing why the President keeps insisting on  
higher wages, without ever saying a word  
about salaries.

It's Robert Quillen's notion that "every  
community has a catty, always-mad-at-  
somebody woman who wouldn't be that way  
if she had more money than her neighbors."

Democracy's Capacity

Senator George Norris, father of the  
Tennessee Valley Authority, predicts that  
the committee appointed to investigate  
charges of mismanagement and dishonesty,  
will turn in a report that gives TVA a clean  
slate. And George Norris who has followed  
all of the activities of the investigators with  
the interest of a father, ought to be proud  
of that.

But that will leave old Doc Morgan who  
started the ruckus out on a limb. Dr. Mor-  
gan refused President Roosevelt's request  
for details, preferring to make a martyr of  
himself. Apparently he had no details to  
furnish, except those born of his imaginat-  
ion or his animus.

With all of its faults, this has been one  
great undertaking that has resulted in a  
minimum of questionable practices, better  
known as graft. And this is surprising  
when the number of human fingers involved  
in its various activities are considered. If  
it has tramped on the feet of the private  
utilities, it has been generous with them as  
witness the purchase outright of one of  
their biggest at a price that was satisfac-  
tory.

The Tennessee Valley Authority has met  
one of the great problems of this era and  
handled it without recourse to a dictator-  
ship. And that in itself is an accomplish-  
ment that should inspire those who want to  
make democracy work.

For democracy is definitely involved. The  
TVA has to do with something more than  
electric power, navigation and flood control.  
The economic development of the Tennessee  
valley section provides a pattern and chart  
for the nation's future. Its activities have  
not only arrested soil erosion but human  
erosion, and in their stead assets of definite  
and lasting value have been built, and built  
so permanently that it will stand as a guide  
post in the days to come.

And the fine old gentleman who conceiv-  
ed it, who fought for it, and who now stands  
and views it pridefully can well reflect that  
"the capacity to produce this new hope is  
the one thing that may save democracy."

Why It Is Opposed

The lower house of the national legisla-  
ture has passed the Warren-Cochran govern-  
ment reorganization bill which has the  
approval of the President. It is softer in  
places than the bill which Congress had a  
duffit over at the last session and which it  
turned down with a vim.

Foes of the measure say it will work no  
saving in dollars, but its friends counter  
with the assertion that it will make for effi-  
ciency.

Senator Byrd proposes a bill that is not  
greatly different from the house bill except  
in the manner of its adoption. The house  
bill provides that the reorganization as ef-  
fected by the President, shall be in force and  
effect, unless the Congress disapproves it  
within a specified time; Senator Byrd's  
measure reverses the order by specifying  
that the reorganization worked out by the  
President must be approved in a specified  
time. It is obvious that getting Congress to  
approve anything proposed by the President  
in twice the time that Senator Byrd would  
allow, is next to impossible unless Congress  
forsakes its sluggishness.

As a matter of fact our representatives  
in Washington are reluctant to authorize  
any sort of reorganization that will take  
from them the patronage plums that they  
distribute among their constituents to keep  
them in Washington. That was mainly why  
there was such a furore over the proposal  
during the last session.

Some sort of reorganization that would  
eliminate overlapping agencies and authori-  
ties is an admitted need. Any well-organ-

ized business would demand it first off.  
Other Presidents, Democrats and Republi-  
cans have called for it and failed—and all  
have failed for the same reason.

Grover Cleveland tried it forty-five  
years ago; started to do some of it on his  
own hook without any legislation. But  
when he went about the business of dis-  
charging a few treasury clerks who did so  
little work that he thought they should not  
be on the payroll, senators and representa-  
tives swarmed down on the White House,  
and even that hard-fisted President ran up  
the white flag. Political nature hasn't  
changed with the years.

Where Can Economy Begin?

To the overburdened taxpayer any talk  
about governmental economy is music to his  
ears. The politicians know this and are  
playing it up, like nobody's business. Some  
of them have a score to settle with the ad-  
ministration and in their armflinging in the  
name of economy, they at once get in their  
dig and catch the ear of the tax-paying  
voter too.

Economy is desirable, yes. But where  
economy begins and ends is an arguable  
matter.

Senator Pat Harrison, with a chip on his  
shoulder, calling for a ten per cent. cut in gov-  
ernment spending. But we reckon he would  
balk at having his senatorial salary sliced to  
that extent. Curtailing federal spending by  
ten per cent. would be pleasing to all of us,  
if it could be done in safety. But we are re-  
membering that two years ago there was this  
same clamor; it impressed the adminis-  
tration to the point where there was an ex-  
tensive tightening of the national purse-  
strings in the thought that maybe business  
would get under the load. But business  
didn't, and things began to happen.

Then it was that big industrialists from  
all over the country ceased their talk about  
economy and flocked to Washington, insist-  
ing that the floodgates be opened to save  
the nation from another catastrophe. The  
administration agreed, and right now we  
are on our way up.

Are we about to do it all over again? Is  
business sufficiently impressed by the  
friendly gestures, to take up the slack? If  
not then the government had better not be  
too sudden with its economy. For there are  
times when the government as well as the  
individual must spend to save, and this may  
be one of them.

To follow Pat Harrison's formula and  
cut 300,000 from the work relief rolls in  
addition to the 500,000 removed during the  
last four months, would mean cutting off  
300,000 customers of American business,  
which would be shutting out profits as well  
as adding to the dole list. Such a program  
applied all down the line would be like  
placing a sentry at the doors of every  
American business house to chase away  
every tenth customer. If business can stand  
that, then by all means let's have economy.  
But business couldn't stand it unless indus-  
try takes up where government leaves off.  
And the effect would be felt by all of us.

As certain as the sunrise there are two  
sides to the economy business, and it should  
be the purpose of our statesmen to find the  
common meeting ground, rather than meas-  
uring the issue by the yardstick of politi-  
cal expediency.

A Tempting Plum

Representatives Burlington, of Iredell,  
and Murphy, of Rowan, have introduced a  
simple little bill relating to bills of cost in  
suits for tax foreclosures in those countries,  
which if enacted would prove as beneficial  
as the bill is simple.

The bill provides: "That in all tax fore-  
closure suits brought in Iredell and Rowan  
counties, where the same do not go to actual  
sale, no attorney's fees shall be charged  
against the taxpayer in the bill of cost."

All over North Carolina properties are  
advertised and sold for taxes each year, yet  
these properties have not been sold at all,  
for next year they are sold again, yet title  
does not pass. But you may be certain of one  
thing that does pass—the attorney's fee.  
And it is a fee that generally is earned by a  
stenographer who fills in a line or two on a  
blank form, rubber stamps it with the at-  
torney's name, and the aggregate of all of  
them represents a tidy sum that is paid by  
the county and charged against the prop-  
erty. Sometimes the money is recovered and  
sometimes not, but the iniquity of it all is  
that the taxpayer must suffer a useless toll  
that is hard for him to bear.

While these foreclosure fees makes the  
county attorneyship a fat little political  
plum in counties where this system is em-  
ployed, the attorney is not to be blamed. The  
legislature outlines the procedure and sets  
the maximum fees, which often are cut in  
half, still leaving a total that makes the of-  
fice desirable.

For a long time Mecklenburg piddled  
along with these tax sales that had no final-  
ity to them. The taxpayer, maybe with  
sound reason, came to look upon them as a  
joke, seeing as how his property remained  
in his name. But lately Mecklenburg has  
found a way to make a tax sale mean some-  
thing, and bidders for property find that  
they have bought something, whether their  
deeds hold water or not is still another mat-  
ter. There is no objection to the attorney  
fee in such cases. It is the continuity of the  
process that irks.

Iredell and Rowan have hit upon a simple  
method of sidestepping this obvious  
fault, if their representatives are backstod  
by their senators who probably will face  
local pressure to leave matters as they are in  
order to keep one lucrative job with which  
to reward the faithful.

Dale Carnegie  
5-Minute Biographies

Author of "How to Win Friends  
and Influence People."



ADMIRAL RICHARD BYRD

The Navy Couldn't Use Him, But He Is Now  
Our Most Famous Admiral

In 1900, a little boy down in  
Winchester, Va., was keeping a  
diary. He had been inspired by  
the stories of Admiral Peary's  
heroic struggles to reach the  
North Pole; so in the autumn of  
1900, this little twelve-year-old  
boy wrote in his diary, "I have  
decided to be the first man to  
reach the North Pole."

Many years later, the boy who  
wrote that decision in his diary  
actually did reach the pole. In  
fact, he was the first man ever  
to fly over the North Pole, and he  
was also the first man ever to fly  
over the South Pole. His name,  
of course, is Richard Evelyn Byrd.  
Commander Byrd declares that  
the mighty ice fields in the South  
Pole regions are slowly receding  
and he believes that, some day,  
millions of acres of land, now  
smothered beneath slow, grinding  
glaciers, may prove to be ex-  
tremely valuable; and so he is de-  
termined to plant the Stars and  
Stripes on that land and claim it  
forever in the name of the gov-  
ernment of the United States.

Byrd's life is an inspiring il-  
lustration of a boy who had an  
undying ambition to do big  
things and who did them in spite  
of innumerable obstacles.

First, he wanted to travel and  
see strange lands. And by the  
time he was fourteen years of  
age, he had traveled all the way  
around the world—and he had  
done it all by himself. He came  
back home, and went to college;  
and in college, he devoted a lot  
of time to boxing, wrestling and  
football.

In doing so, he broke a bone in  
his foot, crushed his ankle and  
made himself so lame that the  
Government retired him from the  
Navy at twenty-eight years of  
age as physically unfit for service.

He said a man didn't have to  
stand up to fly a plane; he could  
do that sitting down. He could  
do that even if he did have a  
lame foot and a broken ankle. So  
he started out to become an avi-  
ator and he succeeded, in spite  
of the fact that, while he was  
learning, he crashed twice and  
once he hit another plane head-  
on.

Thirsting for aerial adventure,  
he longed to fly over the frozen  
wastes of the North, where men  
had never flown before. But at  
every turn he was refused and re-  
buffed. For example:

First, he planned to fly north  
in the huge dirigible, the "Shen-  
andoah"; but the "Shenandoah"  
went up for a test flight and  
crashed. Then he pleaded with  
the government to allow him to  
make test flights in order to fit  
a plane for crossing the Atlantic;  
but the government wouldn't let  
him command the test flights be-  
cause of his bad foot.

Next, he begged the govern-  
ment to allow him to pilot one of  
the planes in which Amundsen  
planned to fly across the Arctic  
ice; and again he was refused,  
this time because he was married.  
And then, on top of all these bit-  
ter disappointments, he was re-  
tired from the navy a second time  
—retired again because he had a  
bad foot.

How Farm Shares  
In Auto Profits

Results of the Ford Motor com-  
pany campaign to develop new  
farm crops that industry can use  
are indicated by an article in the  
1939 Ford Home Almanac, now  
being distributed throughout the  
United States.

For every million Ford cars and  
trucks built, the company uses  
89,000,000 pounds of cotton—the  
crop from 558,000 acres—the Al-  
manac article shows. Other pur-  
chases of farm products neces-  
sary for the manufacture of a  
million Ford units are listed as  
follows:

Five hundred thousand bushels  
of corn, for making rubber sub-  
stitute, butyl alcohol and solvents;  
2,400,000 pounds of linseed oil, for  
making paints, core oil, soft soap  
and glycerine; 2,500,000 gallons  
of molasses, for making anti-  
freeze, shock absorber fluids and  
solvents.

Three million, two hundred  
thousand pounds of wool, which  
helps to make upholstery, gaskets,  
anti-rust, floor coverings and lu-  
bricants; 1,500,000 square feet of  
leather, for making upholstery  
and hid-glues; 20,000 hogs to  
supply the lard oil for lubricants,  
oleic acid and brush bristles; and  
2,000,000 pounds of soybean oil  
for enamel, plastics and many  
other uses.

MITES HELD FOR  
JONES W. BROWN

Prominent Farmer of Boon-  
ville Community Fatally  
Injured in Accident

STRUCK BY HAY FORK

Funeral services were held Fri-  
day afternoon at Mitchell's Chapel  
church for Jones W. Brown, 39,  
who was fatally injured Wednes-  
day afternoon when a part of a  
hay fork broke loose while hoist-  
ing hay in his barn and fell on his  
head. Rev. R. L. Speer, Rev. M.  
A. Cox and Rev. Clete Simmons  
conducted the services and burial  
was in the church cemetery.

Mr. Brown, a prominent farm-  
er of near Boonville, was struck  
on the head by a part of the  
hoisting device which broke loose  
as it was operated by a pulley.  
He died early Thursday morning.

Surviving are the widow, Mrs.  
Ola VanHoy Brown; four child-  
ren, Evelyn, Sarah, Glenn and  
Joan Brown; his parents, Mr.  
and Mrs. Andrew Brown, of Boon-  
ville; one brother, Cleon Brown,  
of Boonville; four sisters, Mrs.  
Bynum Martin of Boonville; Mrs.  
Margaret Brown, of Boonville;  
Mrs. Pollie Temples, of Winston-  
Salem; and Mrs. Bessie Ring, of  
Boonville.

Read Tribune Advertisements!

Celebrates 21st Birthday



ALTON, Ill. . . . Robert Wadlow,  
tallest person known to medical his-  
tory, celebrated his 21st birthday  
here recently at a party given him  
at the Masonic Temple. Wadlow  
measures 8 feet 8 1/2 inches and  
weighs 491 pounds. Here is a family  
group at the celebration.

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The Elkin Tribune . . . . .	52 Issues	

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