

### FACTION STRIKE OUTLAW IS ASKED

#### VFW Convention Asks President to Crack Whip on Violators

PHILADELPHIA, Aug. 27.—(AP)—The Veterans of Foreign Wars urged President Roosevelt today to outlaw jurisdictional strikes in national defense industries and recommended that draft-age workers who participate in such strikes lose their deferment and be called into military service.

Delegates to the 42nd national encampment took the action in unanimously adopting a resolution after Brigadier General Frank T. Hines, veterans administrator, declared "every means must be employed" to stop delays in defense production caused by strikes and walkouts.

The resolution, introduced by L. G. Taggart of California, chairman of the V. F. W. committee on national defense, recommended:

"... That the President utilize existing authority for the settlement of differences between employers and employees in such manner as will protect their rights and prevent stoppage of work directly or indirectly affecting defense production; that during the period of emergency, all jurisdictional strikes shall be considered un-American and outlawed; and that any person on whose behalf ET granted occupational deferment from military service and who shall participate in a strike... affecting defense production shall lose his deferment and immediately be called into military service."

Declaring that strikes on defense projects must be "the result of bad advice," Hines told the delegates "even in times of emergency I do not believe that any of us want to deprive workmen in defense plants of what normally would be their rights."

"But they do not have—and never have had—in time of national emergency the right to strike against their government."

Brig.-Gen. Lewis B. Hershey, director of selective service, said "something must be done" about the number of men rejected by the army for physical defects. "Either they will have to be inducted into the army regardless of physical condition and be rehabilitated there, or the states will have to make some arrangement for doing it," he said.

#### Public Library Books Sent to Camp Davis

The Wilmington public library recently sent 100 volumes to the Patients' Library at Camp Davis hospital. Miss Emma Woodward, librarian, has received a letter from the Rev. John J. Carey, chaplain at the hospital, thanking the library for the donation.

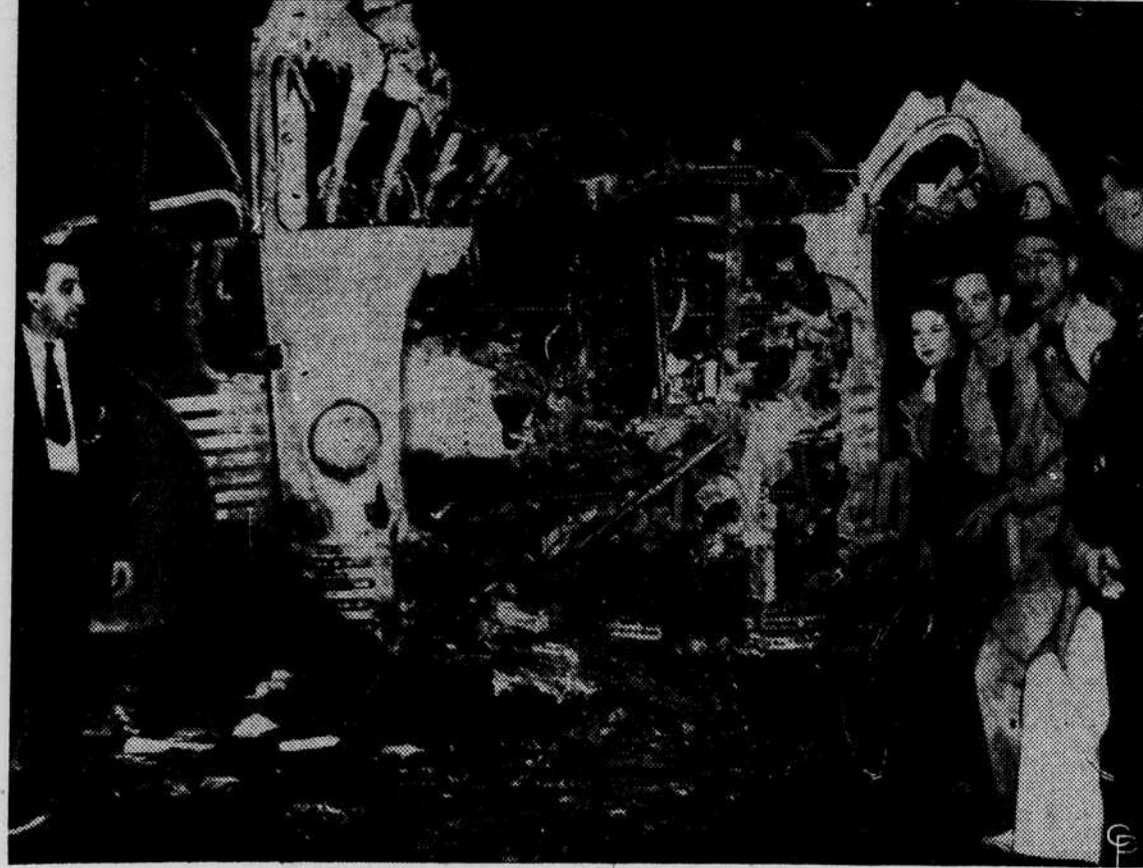
The main tastes of the soldiers are running to such authors as Zane Grey, J. Oliver Curwood, Irving S. Cobb, and Jack London. Out of this group of books, the men have a large and varied choice possible.

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### SEVEN DIE IN FLAMING CRASH

Six persons were burned to death and a seventh died on the way to the hospital when this Albany-New York bus crashed into three cars at Saddle River, N. J., and burst into flames. Thirty-three passengers on the bus escaped, but six persons, including a mother and her baby, were trapped in one of the burning cars. The seventh person died of injuries sustained when he was hurled from his machine by the impact. The cars were stopped at a traffic light.

## Flivver Planes Winning Their Spurs In American Army Military Maneuvers

(Editor's note: The flivver or "grasshopper" plane is making an appearance in the Texas, Louisiana and Tennessee army maneuvers—running errands, carrying umpires and landing in any available open space.)

(William T. Piper, known as aircraft's Henry Ford, tells for the Star Special News Service of the uses to which the little machines could be put in wartime.)

By WILLIAM T. PIPER  
LOCK HAVEN, Pa., Aug. 27.—(Special News Service)—The other day something happened to bolster my contention that small, light airplanes—known popularly as flivver planes—are an almost untapped means of quick transportation.

A young mother, visiting Lock Haven's airport, suddenly remembered that it was her baby's feeding time.

The baby was 22 miles away, 40 minutes by automobile along a winding mountain road.

"I've got it!" said one of our pilots. "I'll fly you over."

In eight minutes as the crow flies, hopping over the intervening mountain ridges, the young woman had been landed in the front yard of the summer resort cabin where the baby had been left in care of a maid.

In 15 minutes more the feeding was completed and the baby was asleep. The mother was back at the airport in less total elapsed time than it would have taken her to reach the cabin by road.

First Military Use  
Because small airplanes in the \$1,000 to \$2,000 class are a ready means of transportation, they are being used for the first time in the history of the United States Army in maneuvers.

They are easy to fly, they land practically anywhere and they established quickly lines of communication.

Flivvers, with their 65 or 75 horsepower engines, have been so much in demand during the maneuvers that the game umpires, who use them most, have had a hard time laying hands on them.

Regular army pilots, accustomed to flying engines of 1,000 horsepower and more, keep coming around and borrowing them.

When a flivver turns up missing, nine chances out of 10 an army pilot is out pleasure-hopping in it.

Many Uses Found  
The flivvers are used to direct traffic, to carry messages, to check on camouflage and to spot the results of artillery fire.

The ground arms of the army are fond of the machines. We have heard much talk of late about a separate air force.

Most of our laymen are not well enough acquainted with the subject to pass judgment on it. But one thing is evident: all branches of the army need air transportation, under their own control.

Even the best highways become clogged with traffic in wartime. The air provides a limitless highway.

A prominent man called our factory the other day, asking if we could fly him from a small Pennsylvania town, hard of access by railroad and automobile, to Harrisburg. He had a speaking engagement in the town and he had to be in Washington that night.

He made it. He spoke, was ferried in a flivver to Harrisburg and there caught an airliner for the capital.

I understand that flivvers are being used in coastal patrol work in England. If this country ever goes to war, it is easily seen that they would perform a like duty for us.

Hard to Hit  
Flivvers would be hard to shoot down. If an enemy pursuit pilot hit one, it would be a freak accident. Regular warplanes fly too fast, flivvers too slow. Flivvers cruise along at 100 miles an hour if the pilot is in a hurry and as slow as 35 to 40 if he is not.

It would be ridiculously easy to camouflage them. Paint the top of the wings a dun color, and finding them from aloft would be looking for a needle in a haystack.

Just what the government is going to ask of us light plane manufacturers, I do not know, of course.

We have made thousands of planes for use in the government's civilian pilot training courses now in progress at more than 1,100

instruction centers. Yet, I suppose that, all told, the manufacturers of Aeronca, Taylorcraft, Luscombe, Culver, Interstate and Piper Cub airplanes have a plant investment of only \$5,000,000.

That's a drop in the bucket compared with that of the big warplane manufacturers.

Few people realize that of the 22,000 licensed non-military airplanes in this country, more than two-thirds are flivvers.

We light plane makers could turn out a minimum of 10,000 flivvers for defense in the next six to eight months if we were asked to. Perhaps we shall be.

## TEN YOUNG MEN CALLED TO ARMY

#### Draft Board No. 2 Announces Names of the County's September Quota

J. N. Alexius, chairman of Wilmington draft board No. 2, yesterday announced the names of 10 more local youths who have been called for service in Uncle Sam's ever-expanding army under the selective service act.

The men are scheduled to leave Wilmington Sept. 12 for Fort Bragg where they will be officially inducted into the army. They are: Edward P. Johnston, formerly of Wilmington; George B. King, Jr., of Carolina Beach; Robert J. Herring, Route 1, Wilmington; Harvey S. Moore, Route 1, Wilmington; Henry M. Wilson, Route 2, Wilmington; Gilbert M. Savage, Route 1, Castle Hayne; John W. Cottle, Route 3, Wilmington; Ishmael E. Murray, Route 2, Castle Hayne; Frank E. Evans, formerly of Route 2, Wilmington, transferred to Freeport, Texas; William E. Bellamy, Winter Park.

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You can accumulate big sums of money just by saving a few dollars a month. See how much you can have in 5, 10 or 15 years. Decide now to have that money.

## CITY STRENGTHENS ANTI-NOISE LAWS

#### 'Teeth' Put Into Ordinance Designed to Curb Excessive Horn-Blowing

Moving to put teeth in its "anti-noise" ordinance, the city council yesterday approved supplemental amendments to the law bringing under its scope all Wilmington establishments which offer curb service.

The council was informed by City Manager James G. Wallace that in carrying out the orders of council last week he had visited a number of such drive-in establishments and had received assurances from operators that they would cooperate in every manner to quiet down the disturbances by their customers and to see that sufficient trash receptacles are placed in their establishments to care for wastes such as napkins and paper cups.

The council action tended to serve as additional warning to curb service operators and motorists alike that the city means business in its drive to curb unnecessary noises throughout the city. Motorists have been warned by that all needless horn blowing throughout the downtown area must cease or regular police tickets will be issued and offenders forced to appear in court.

## McEachern-Owned Holsteins Set New Butterfat Record

BRATTLEBORO, Vt., Aug. 27.—Two registered Holsteins owned by A. O. McEachern, Wilmington, N. C., recently completed herd-test records of more than 671 pounds butterfat, which is more than two-thirds are flivvers.

The higher cow is Korndyke Pride Homestead, a seven-year-old, that produced in 365 days 675.2 pounds butterfat from 19,260 pounds milk. Mc Queen Homestead, a junior four-year-old, produced in 365 days 671.4 pounds butterfat from 19,539 pounds milk. Both animals were milked two times daily. Their productions will be recorded in the herd improvement register of the association.

Testing was supervised by the North Carolina State college in cooperation with the Holstein-Friesian association of America, Brattleboro.

## HAPPY BIRTHDAY!

Pvt. Converse Murdock was just a bit startled when he picked up the telephone receiver in his battery headquarters today and heard a thrush-like voice singing a song especially for him.

He thought one of the boys was playing a practical joke on him. This sort of thing just didn't happen in the army—a girl singing to a soldier, and such a nice voice, too.

Then he got the drift. It was a singing telegram from his mother and father, Mr. and Mrs. John Murdock, 3 Manor Hill Road, Summit, N. J., congratulating him on his birthday, and, incidentally, the first singing telegram ever delivered on this post.

Miss Nadine Epworth, teletype operator in the camp signal office, sang the "Happy Birthday" message. A recent order transferring soldiers with non-military duties back to tactical units necessitated hiring girls at the signal office.

Private Converse is a member of Battery G, 96th Coast Artillery.

## Minor Fires Reported To City's Department

City firemen quickly put a small blaze under control yesterday morning at 8 o'clock at the Eureka Dye Works, Second and Dock streets.

It was reported that slight damage was done to the roof of the building. Engines stationed at fire headquarters and station No. 2, answered the call.

About 2:30 yesterday afternoon firemen were called to the vicinity of the Fifth street bridge to extinguish a minor blaze.

## WANTED!

### Retail Auto Accessories Store Salesman

Previous experience not necessary. An excellent opportunity for a real worker. State age, experience and previous employment.

P. O. Box 364

## CAMP DAVIS NEGRO HELD FOR PRISON

#### Military Court Passes Five-Year Sentence on Soldier Who Assaulted Officer

Corporal Curtis Mosby, negro, is being held in Camp Davis guardhouse pending commitment order from the War Department in Washington to a federal military prison where he must serve a five-year sentence on charges of insubordination, assault on a commissioned officer and breaking arrest, it was revealed yesterday by Capt. E. Jeff Barnett, camp public relations officer.

The negro, believed to have been transferred to Camp Davis from Fort Bragg, was a member of Bat-

tery F of the 54th Coast Artillery, of the regular enlisted army. He is charged with having assaulted the officer in the 54th regiment area, and to have drawn a hunting knife, on his superior after first having struck him with his fists. He did not manage to get close enough to the officer after the first blow to cut him with the knife.

Tried and convicted by a regulation military court martial, the negro has no appeal from the sentence meted out to him. However, the case may be directed to the attention of the War Department officials and in this manner the sentence cut as it was only last week in the case of another soldier from Fort Bragg.

The indicated crop of 24,240,000 bushels of potatoes in New York for 1941 is ten per cent less than for last year.

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The oil that reeled off an amazing 13,398 miles on one regular fill, in blazing Death Valley, was proved to be an oil of the N<sup>th</sup> degree—an oil of new high character... Hence its name:

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This dramatic test, supervised impartially and Officially Certified, was simple, yet harsh. 6 identical new cars were taken to Death Valley—where the heat hits record highs. 5 of these cars were each assigned a different widely-known, highly advertised motor oil. The sixth car used new Conoco N<sup>th</sup> motor oil.

Each car was broken-in on a brand assigned by lot. Then, one 5-quart fill of this same oil went into the crankcase—kept under lock. The cars were driven 67 miles an hour until oil failure wrecked up each engine—utterly wrecked it! All of this under impartial official scrutiny, as was every step in the test, right on through the dramatic finish.

Here is what happened  
New Conoco N<sup>th</sup> oil went 13,398.8 miles. Not another oil came within 5,683 miles of this. One outstanding oil failed 8,268.6 miles sooner than new Conoco N<sup>th</sup> motor oil. So it outdistanced the five competing oils by 74% to 161%.

Why this Astounding result was possible  
New Conoco N<sup>th</sup> motor oil contains a Conoco-originated synthetic (U. S. Patent 2,218,132) called Thialkene inhibitor. An inhibitor in motor oil acts

pretty much as an inhibition acts on you. Inhibitions hold you back; police many actions. And so Conoco's Thialkene inhibitor polices Conoco N<sup>th</sup> oil... arrests pollution that otherwise comes from normal operation. \*And that's your aid against a dirty engine with inferior lubrication.

Are you an OIL-PLATING "fan"?  
If you are, more power to you! Don't for a minute feel let down, for Conoco N<sup>th</sup> also contains the famous synthetic that OIL-PLATES engines. OIL-PLATING comes from the magnet-like attraction that keeps it bonded to inner engine parts, so that it can't all quickly drain down to the crankcase—not while you're using Conoco N<sup>th</sup> oil. This same famed OIL-PLATING is still yours to guard against wear.

Because of OIL-PLATING and Thialkene inhibitor, one 5-quart fill of new Conoco N<sup>th</sup> oil went an astounding 13,398.8 miles. Of course, you'll never Death-Test your Conoco N<sup>th</sup> oil in sinister Death Valley, nor repeat any other proving-ground tortures. You'll still drain and refill at the intervals recommended by qualified authorities. But how you'll expect to stretch the distance before you ever add a quart, judging by this big fact:

5 heavily advertised oils in the Certified Death Valley Test were out-miled 74% to 161% by Conoco N<sup>th</sup> oil. Economy like that counts up into dollars! Change to N<sup>th</sup> oil today at Your Mileage Merchant's Conoco station. Continental Oil Co.—Pioneers in Bettering America's oil with Synthetics

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