

TODAY and TOMORROW

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ZEIN . . . and old friend

Ever hear of zein? Few people have by name—but it is one of the commonest substances grown.

Zein is the name given by chemists to a hard, horn-like substance extracted from corn gluten, which is a by-product of the manufacture of corn starch. For more than a hundred years industrial laboratories have been trying to find economical and practical ways of extracting zein from corn in large quantities.

Once they get the process, there is almost no limit to the things that can be made of zein. Some time before the war I met a German scientist who had made rubber out of zein. It was good enough rubber so that he had made a set of tires for the Kaiser's automobile.

New steps in prosperity are usually based on new industries based on new discoveries. Maybe some application of zein will prove the permanent cure for the depression.

VALUE . . . unexpected sources

Practical-minded people ask: "What's the use of such foolish things as horse-racing, motor-boat racing and 'round the world flying'?" It seems like a waste of money to many. But—

Through the breeding up of horses to racing standard; the armies of the world have a steady supply of cavalry mounts capable of high speed and endurance; and say what you like, the horse has not yet been supplanted by machines in war. And the other day T. F. W. Meyer, who designed the propellers for Gar Wood's "Miss America X," the fastest water craft in the world, told how that improved propeller design, applied to the circulating systems of electric and gas refrigerators, had reduced their cost and bulk and increased their efficiency.

Something practical comes out of almost every human activity. Most new ideas and devices originated in somebody's fooling around for amusement.

HOGS . . . Wallace knows them

I have a good deal more confidence in the soundness of the Federal Government's scheme to reduce the nation's hog surplus, than I would have if it were in anyone's hands except those of Henry Wallace. For the secretary of agriculture probably knows more about hog-raising—which is really a branch of corn-growing—than anyone else in Uncle Sam's service.

There are 20 million acres too much planted to corn, says Henry. There are five million too many hogs. This year's corn crop is short, so his plan, which really originated with corn-belt farmers, is to kill off at once 4 million pigs or light hogs, and one million sows due to farrow this fall, keep the pork off the general market but sell it at a low price to relief agencies, and pay the hog producer a bonus to be raised by a tax on processing hogs and hog products.

Sounds complicated. Takes experts to handle it. But if Henry Wallace says it will work, I'll believe him.

BULBS . . . Holland's worry

Holland is suffering from an overproduction of bulbs, and tulips, hyacinths and narcissi by the million are being destroyed by order of the "adjustment committee for rehabilitation of industry."

Just what we are trying to do with cotton, wheat and hogs!

Bulb growing is one of Holland's chief industries. It has been hurt by the American restrictions on imported bulbs, resulting in the importation of many Dutch farmers to grow bulbs in this country. Great fortunes have been made in bulbs by the Dutch. Two hundred years ago the great "tulip speculation" set the whole nation gambling in bulbs, just as we Americans gambled in stocks a few years ago, and with the same result; a financial crash that it took the nation years to recover from.

Times changed but human nature doesn't. Every people has its problems of overproduction, and all seem to be adopting the same type of cure. How much more sensible it would be if, instead of destroying Dutch bulbs and American wheat, we traded one for the other.

ROADS . . . up our way

My home town has regarded and rebuilt three main highways in the past seven years. One of them, a macadam road running up to the next town south, we are building all over again; it has worn out in less than seven years, under motor truck traffic from the quarries. The second is an asphalt-surfaced road over the mountain to the eastward, and the town has to spend a lot of money every year patching it. There was a lot of opposition to the cost of the third main road, a broad, concrete highway leading to the county seat, 14 miles north. Even with State and county aid, it seemed expensive for a little town like ours.

But that concrete road has proved the cheapest of all! It hasn't cost a cent for maintenance, and it brings thousands of motorists into and thru our town who hardly knew of its existence before. It is a time-saver for

everyone who has to go to the "sure town" and we get more mileage out of our gas, less wear on our tires, and greater safety, especially in wet weather, than in travelling on any of the other town roads, which are a constant drain on the taxpayers.

Early concrete roads were not always durable, but the modern reinforced concrete road, built on a deep stone foundation, is the best highway in the world from every point of view. We ought to have a million miles of them, and some day we shall.

FARMERS SHOULD DEMAND COUNTY AGENT WORK

It is extremely doubtful that farmers in these counties where the county commissioners refuse to provide funds for county agent work will receive as much benefit from future operations of the Agricultural Adjustment Administration as do farmers living in counties where the officials are more far-sighted.

This is an opinion expressed by officials of the United States Department of Agriculture at a meeting of extension directors held at Washington last Saturday.

Such an opinion is of extreme significance to North Carolina in that crops like cotton, tobacco, wheat, and probably peanuts, dairy products and hogs will be handled by the AAA in the coming few years. Dean Schaub said it would be possible for farmers themselves to form groups and work with the AAA through the State College Extension Service but the benefits will not be so thorough and as general as where the College has its farm representative in a county.

"I am of the opinion that farmers themselves should take the initiative at once and see that their county officers begin to give this important matter consideration," said Dean I. O. Schaub. "We have an administration at Washington extremely sympathetic towards farmers and agriculture in general and if this sympathy is to be translated into dollars for the farmer, he must begin to make the necessary contacts. The county farm agent is the greatest aid he can have in this. It may not be possible for us to continue much longer the emergency workers paid entirely out of State and national funds."

The Dean pointed out that vocational teachers had aided greatly in past campaigns but these men must be busy with their classes in a short

while and will not be available to the extent they have been during the summer vacation period.

Wilkes All-Stars Beat Picked Watauga Team

The Wilkes League All-Stars defeated the Watauga League All-Stars 9 to 4 Thursday afternoon in the second of a three-game series between the two teams. The game was played on the Appalachian State Teachers College field here. A detailed account of the game, as taken from the Journal-Patriot, follows:

Playing brilliantly afield and using their bats with telling effect, in sharp contrast to their first game with the Wataugas a week earlier, the Wilkes boys completely outclassed their opponents.

An eight-run rally in the fourth inning in which Rob Billings and Winfield Cooper crashed out home runs, drove Bingham, Watauga's starting pitcher, from the hill. Bill Lentz, who replaced Bingham after the local team had scored four runs, fared no better and before three men were out, four more runners had crossed the plate.

Watauga started the scoring with one run in the second and added three more in the third. Two misuses and four solid smashes gave the Wataugas their four runs.

Rob Billings, first man up in the fourth inning, started the scoring for Wilkes with a home run over the right field fence. Gwyn Cooper singled and Winfield Cooper sent another one of the Bingham's slants over the right field wall. Allie Hayes then tripled to the gymnasium in left field and scored when the left fielder threw wild to third. They saw the end of Bingham.

Before the rally could be halted, however, four more runs had been tallied.

The game then settled down to a pitcher's duel between Leslie Rhodes, Miller Creek's mound ace, who hurled for the Wilkes team, and Bill Lentz, who limited the all-stars to three hits in the first game here.

Rhodes was invincible after the third inning. He had the Wataugas eating out of his hands and their hardest hitters walked to the plate to no avail.

Phil Scroggs, of Moravian Falls, played brilliantly at second base, the infield consisting of Rob Billings at

third, Johnnie Osborne at short stop, Scroggs at second, and Jimmie Henderson at first, giving Rhodes excellent support. Gov Billings was in left field, Allie Hayes in center and Gwyn Cooper in right.

The final score of the game came in the ninth innings when Winfield Cooper crashed a long drive to right field which missed going over the wall by inches. The drive went for a double, Cooper scoring a moment later.

Rhodes and Winfield Cooper formed the battery for the Wilkes nine.

An interesting sidelight was the playing of Manager Willard Cole in left field in the first inning when the local team had to start without the services of Johnnie Osborne and Allie Hayes who were getting in uniform. Russell Eller took center field.

Win \$1,000 a year for life—no matter how young you are or how long you live. Nine other cash prizes. Big Slogan contest in the American Weekly Magazine, which comes each Sunday with the Baltimore American. Buy it from your newsboy or newsdealer.



"Proud and glad to do our part"

WITH President Roosevelt's acceptance of the NRA Automobile Code, Chevrolet, the world's largest builder of motor cars, officially begins operations in accordance with the administration's recovery program.

Although the official code was signed only a few days ago, it will be of interest to Chevrolet's many friends to learn that the Chevrolet Motor Company started to carry out the spirit of today's recovery program over three years ago!

At that time, we put into operation a "share-the-work" plan, whereby our workmen cooperated in spreading the work to give more men jobs. By means of this plan, as well as by regulating hours of work per week to meet retail demand, and by building up parts stocks in lean seasons, it was possible to carry 33,000 men on our payroll through the depression. For eleven months of each year since 1929, we have kept our employment within 10 per cent of this average. We are justly proud of that record. We are also proud to say that Chevrolet workmen did not, at any time during the depression, become a burden on public welfare departments.

On August 1st of this year, Chevrolet announced a blanket wage increase as well as the adoption of a 7½-hour, 5-day week and the employment of 12,000 additional men. This wage increase was the second in the last 4 months, Chevrolet having been among the first to put a blanket wage increase into effect.

We feel that the President's recovery program deserves the whole-hearted support of every citizen and manufacturer in America. It is a bold, swift, courageous plan to start the ball rolling toward economic recovery. Its sincerity is unquestioned. Its objectives are admirable. And the direct, forceful steps the President and his associates are taking to make it a success, should stir the pride and admiration of every American.

We are proud and glad to do our part. And we are deeply grateful to the American people for the patronage that has enabled us to anticipate the present recovery program and to play our part today. After all, the immense number of men employed by Chevrolet is a direct result of the continued preference America has shown for Chevrolet.

CHEVROLET MOTOR COMPANY, DETROIT, MICHIGAN, Division of General Motors

CHEVROLET

