

The Carolina Times

(The North Carolina)

PUBLISHED WEEKLY BY THE
CAROLINA TIMES PUBLISHING COMPANY
117 E. Peabody Street Durham, N. C.
Phones N-7121 or J-7871

Entered as second class matter at the Post Office at Durham, N. C. under the Act of March 3rd, 1879.

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WILLIAM A. TUCK, Managing Editor
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CHARLOTTE OFFICE
420 1/2 East Second Street

SUBSCRIPTION RATES:
\$2.00 a Year \$1.25 for Six Months

THE PLATFORM OF THE CAROLINA TIMES

INCLUDES:

- Equal salaries for Negro Teachers.
- Negro policemen where Negroes are involved.
- Equal educational opportunities.
- Negro jurymen.
- Higher wages for domestic servants.
- Full participation of Negroes in all branches of the National Defense.
- Abolishment of the double-standard wage scale in industry.
- Greater participation of Negroes in political affairs.
- national governments.
- Negro representation in city, county, state and Better housing for Negroes.

FROM THE BIBLE

"But when the Comforter is come, whom I will send unto you from the Father, even the Spirit of truth, which proceedeth from the Father, He shall testify of Me:

"And ye also shall bear witness, because ye have been with Me from the beginning."—John Ch. 15:26-27

DR. SHEPARD'S RADIO SPEECH

The speech delivered over the radio last Monday evening by Dr. James E. Shepard, president of the North Carolina College for Negroes, on the Negro questions, is perforated throughout with notes of discouragement, in spite of its author's attempt to carry on his program of interracial good-will in the face of overwhelming facts to the contrary. Dr. Shepard is by nature an optimist, but those who have known him well for twenty-five years or more will discover in the speech a bit of waning hope and a morsel of discouragement.

More than any other leader of the race in the state, it has been the North Carolina College president who has risen up again and again to halt those who would throw this whole matter of unequal teachers salaries and educational appropriations into the courts. Again and again they have listened to his promises that in a short while the teachers' salary differential would soon be wiped out by legislative action.

We think we see in this latest speech of Dr. Shepard, a last effort to quell the rising tide of restlessness among Negro teachers and younger leaders of the race in the state, who want immediate court action. His appeal to the legislature to erase the teacher salary differential in 1943, as well as his plea for a greater participation of Negroes in defense industries and the armed forces of the nation, are both indications that Dr. Shepard is losing hope for a peaceful settlement of these questions, if not faith in those who control the affairs of State, and National governments.

It is characteristic of Dr. Shepard to praise the state for what it has already done. He would have done that, had it done less. It is not characteristic of him to admit even, by indirection, that the intentions of those who administer the affairs of the state and nation are unjust.

There is a time in the affairs of men when the wisest and best of us can endure no more. There is a time when the most conservative of us will consider caution no longer a virtue. In that dark hour man submits to the inevitable, and places his destiny into the hands of the gods who turn the mills that grind exceedingly fine.

All in all, it was a great speech delivered by a wise man, too diplomatically worded to be labelled courageous, but sound in its contents. There is in it much to be obtained by both races. Not exactly a warning, but an admonition to "eschew evil and cleave to that which is good." Negroes will some day realize that Dr. Shepard is very smart, white people have known it for a long time.

BETWEEN THE LINES

(By Dean Gordon B. Hancock for ANP)

FAIR WARNING: THESE BOOM TIMES WON'T LAST

There is definite upswing in the business life of the nation. We are in the midst of another war boom with all of its "illusory accessories." The curve of unemployment is definitely on the downswing, and a good time is about to be had by all. The like has happened before. Like a man on a drunken spree, nations revel in war time prosperity only to wake up with a terrible headache in times of peace. Unless signs fail, we have a "headache" coming if the present boom sweeps forward with its present crescendo. The danger is not in the boom itself, but in our disinclination to believe that another depression like a headache after a gay night, is on the way.

The "good times" we are about to have are just as artificial as the "good feelings" we have after considerable wine-bibbing. There is no greater danger in the present situation than the "eat, drink and be merry" attitude that characterized our last era of prosperity following the last World War. It is not too early now to take stock of what is to follow the present spurt of prosperity. Negroes of all groups should take stock and set their house in order and prepare to meet the god of depression that will come in an hour they think not.

It is happily true that doors of opportunity are being opened now that before the present crisis were fast-barred. The great demand for labor is making the Negro laborer one of the stern necessities of the present. During the last war, circumstances conspired to lift the Negro from serfdom to citizenship, from want to plenty and from congestion in the south to latitude in the north. Negroes by tens of thousands left their life-long habitat and found a temporary Land of Promise in the north and west. But after the war closed, things took a certain turn for the worse; and great pressure was exerted on the Negro in his new-found land of liberty and how much he has suffered only God knows.

The fact that he became the largest beneficiary of the government relief agencies only proves the point that the coming after-war lot of the Negro has in it the making of a great tragedy. There is bound to be an after-war period and what will be the Negro's lot in that period it is not too early even now to contemplate. There is bound to be a return of the great wave of unemployment, and the full force thereof—as before—will strike the Negro. The racial lines that are apparently relaxed in times of stress will be rebuilt. Just as efforts were made at the conclusion of the last war to put the Negro back in his place, these efforts will be renewed with a vigor that will be disheartening to close students of race relations.

Strangely enough it was not until the close of the first World War that the poison pen loomed large in the press of the nation against the Negro with all the "rape stories, etc. Already this maneuver is apparent to even a casual student of current events. The attempt to portray the Negro as a degenerate has assumed startling proportions already for these "rape" accounts are alarmingly prevalent in the local and national press. The fact is, the stage is being set to put the Negro back in his place—providing he gets out of it—during this war, Negro leadership will be poorly advised if it does not keep these things in the foreground of the Negro's thinking. The Negroes must never be allowed to forget that they are the underdogs in this terrible economic and social fight of the hour. It is only by "out-righting" the opponents that we have a chance.

Sacrifice And Thanksgiving

BY RUTH TAYLOR

There is a close analogy between sacrifice and thanksgiving. If you look up the word thanksgiving in your Concordance of the Bible, you will see how great is the connection between the two—for in the early days thanksgiving implied the offering of sacrifices in gratitude for the mercy and loving-kindness of God.

Thanksgiving began as a religious festival—but we have too often made it just a day of feasting only. It should be a day of happiness and rejoicing, but it has a far deeper significance for all of us. We should, more than ever, offer our sacrifices in return for the goodness that has been ours, for the freedom that has been vouchsafed to us.

The sacrifices we should make are not just burnt offerings—but the sacrifices of the spirit and of ourselves. Our selfish desires and aspirations for ourselves alone should be sacrificed for the good of all. Our unreasoning prejudices against people because of race, creed, or nationality should be sacrificed to the spirit of brotherhood. Our clever generalities should be sacrificed to a kinder, more tolerant tongue. Our bitterness

against change should be sacrificed to a willingness to try as individuals to bring His Kingdom to reign on earth.

We must sacrifice impatience to patience, pride to forbearance, indifference to kindness, hatred to love. We must face this day of Thanksgiving, 1941, not only in the same spirit of the first celebrants did over three hundred years ago—with gratitude for the mercies of the past and with faith in the continuance of those mercies, saying as they did, in the words of Esau: "O give thanks unto the God of heaven; for His mercy endureth for ever,"—but with the fervent prayer that, God willing and we toiling, we can continue to celebrate as a united people in a United States with all those "precipitous."

The average movement per day for all freight cars owned by the railroads this year, has been the highest on record.

Cakes, cookies and other home delicacies from parents and friends of soldiers predominate among shipments received at Railway Express offices in or near the various training camps.

Claims resulting from theft of freight paid by the railroads in the first half of 1941 amounted to \$177,152, the smallest amount for any corresponding period on record.



CHROMIUM and DEFENSE

Chromium lipstick cases and fancy compacts, automobile trim, and stainless steel skillets—these and a lot of other common gadgets that America has become used to in the Luxury Age are going to be much harder to get. The reason is—chromium. We need it for guns and planes and battleships for the Arsenal of Democracy.

At present the United States chromium supply is enough to meet all military and essential civilian demand, but what happens in the future depends on "freedom of the seas," because we get our chromium by way of ships and shipping lanes. The supply and demand picture right now goes something like this:

Imports . . . 657,689 800,000 (est.)
Domestic Production . . . 2,662 10,000 (est.)

Total . . . 660,351 810,000

Consumption . . . 502,000 750,000 (est.)
As the 1942 demand probably will rise 100 to 150 thousand tons over 1941, it is plain that any curtailment of shipping facilities would mean a serious shortage of this important defense material. Chromium is the principal source of stainless steel and one of the principal alloys that make hard steel for armor plate; it is the most widely used refractory for making linings for steel furnaces; it is an important chemical.

The addition of about 2 per cent chromium to steel results in a product of intense hardness and toughness. Its uses are many, the most important from a military standpoint being armor plate. It is also used in the manufacture of axles, springs, parts of gun carriages, automobiles, steel for safes, cutlery, and armor-piercing projectiles.

When 10 or 15 per cent of chromium is added to steel, the result is stainless steel with which we all have become familiar in the last

few years. It is used wherever corrosion must be avoided, in valves, airplane and marine engine parts, and for chemical manufacturing equipment, particularly oil refineries and chemical plants.

In the form of chromite this metal is widely used in the chemical industry. Its pigments of yellow, green and red are in great demand. It also is used for the tanning of leather and for many other chemical purposes.

The familiar "chrome finish" of recent years, used to decorate automobiles, refrigerators, and many other industrial products, is an electroplated coating applied to any metal, usually steel. It provides a brilliant stainless surface and adheres more closely to the base metal than any other similar finish. This use of chromium is important commercially but uses a negligible amount of the metal.

As a lining for steel furnaces, some substitution for chromium is possible, but most of the possible substitutes are equally important to our defense production, approximately 30 percent of our annual demand being consumed for this purpose. About 50 percent goes into various chromium alloys and the remainder is used by the chemical industries.

Two New Plants Opening
Domestic production of chromium is increased as a result of defense demands, but it cannot hope on the basis of present known deposits, to supply all United States consumption. Deposits are in the Western States and Alaska.

Pressure of defense demands will result in substantial increases in 1942 domestic production, chromium experts estimate, and the United States has built two new plants in Montana which will get into full production around the first of the year. Domestic production may reach 30 percent of demand by the middle of 1942, which will help, at least, in taking care of essential demands in case foreign supplies are cut off.

This leaves the country largely dependent upon imports, coming principally from Africa. These are the countries from which we im-

ported chromium in 1941:

Africa 44 per cent
Philippine Islands 27 per cent
Turkey 16 per cent
Cuba 8 per cent
New Caledonia 5 per cent

As is the case with a number of other metals and materials used for military production, our dependence upon foreign sources has resulted in the establishment of a reserve supply in the United States. All chromium over essential military and civilian demands is added to the Nation's stockpile for emergency use. The size of the stockpile depends, of course, upon the number of ships available to bring the ore across the oceans.

Because of the necessity to build up our chromium reserves, the metal has been placed under mandatory priority control. A General Preference Order of July 7, 1941, and an amendment of August 22, 1941, places restrictions on its use and provides that defense orders must be filled first.

Unfortunately there are no substitutes for chromium in several of its important uses. Manganese can be substituted in some instances, but as it also is an important metal in steel production little is gained by using it in place of chromium.

There is no lack of chromium ore in the world, South Africa in particular possesses immense reserves. The solution of America's problem all depends upon the ships that sail the seven seas.

The fact of the matter is that chromium and sea lanes and battleships and merchant vessels and civilian gadgets are all mixed up together. We have to conserve chromium for defense, and at the same time, if the sea lanes are not clear for American vessels, we might be in a tough spot even for defense needs.

That is why chromium is getting so much attention now, and why things that happen thousands of miles away in distant lands and distant waters mean so much to every American.

Truck and Bus Owners Urged To Fill Questionnaires

North Carolina's truck and bus owners were urged today by Commissioner of Motor Vehicles T. B. Ward to make complete returns this week in the national defense truck and bus inventory launched a week ago by Governor Broughton. Prompt returns will save the expense of further inquiry.

The inventory is being conducted by mail in North Carolina, and all other States, for the Highway Traffic Advisory Committee to the War Department. The purpose of the inventory, according to the Commissioner, is to set up detailed central and regional records of all trucks, busses, and freight trailers in the country.

With the aid of these records, plans will be developed for more effective use of highway transportation in the assembly of defense industry materials, delivery of military and civilian supplies, relief of dock and terminal congestion, and movement of passenger traffic in emergencies.

North Carolina has approximately 140,000 trucks, truck-trailers, freight trailers, and semi-trailers, and about 10,000 busses. The owner of each vehicle has been asked to report its make, capacity, kind of body (such as tank, platform, panel, etc.), time of year the vehicle is most urgently needed by the owner, whether in an emergency he would be willing to hire or lease it to a Government agency, and so on. Each owner has received a questionnaire card on which to fill out this information.

Two branches of the Federal Works Agency have national control over the inventory. The Public Roads Administration has planned the undertaking. The WPA is assisting many of the States and will analyze and list the returns.

The average tractive power of steam locomotives on Class I railroads is now approximately seventy per cent greater than in 1913.

Women constitute about three per cent of the total number of railroad employees.

Railway Express service is completing the 103rd year of its history.

Need New Word

The only fault in Sherman's definition of war is that it left no adequate term to define the aftermath. — Schenectady Gazette.

Literary Note

Italy has banned mystery novels as "harmful to Fascist youth." The boys must stick to fiction by Virginio Gayda. — Cleveland Plain Dealer.

What It Never Was

The Neutrality Act was never an act of neutrality, anyway. It simply gave up the freedom of the seas, for which our fathers fought and died. — Buffalo Evening News.

Hint To Bachelors

A scientist says sugar repairs the vision, which is a good thing for a young man to know before he marries a vision with a bad temper. — Toronto Star.

Poor Idea

Retail jewelers assert that every man should carry two watches. But a man with one watch knows what time it is, and a man with two watches could never be sure. — San Diego Union.

They Were The Days

Another Americanism is feeling proud of your income, thinking wistfully of the old days when you made less and didn't owe anything. San Francisco Chronicle.

American Place Names

Introducing: Ethel, Va.; Eunice, Mo.; Gwendolen, Ore, and Irene, Ill.

It Is

When hush money talks it is vociferous. — Toledo Blade.

Uncle Sam Sends 98,000 Blankets To Fourth Corps

Atlanta, Ga., Nov. 20. — With the thermometer hovering around the freezing point, Uncle Sam has taken steps to assure complete sleeping comfort to the maneuvering soldiers of the Fourth Army Corps, now participating in the Carolina war games with Lieutenant General Hugh A. Drum's First Army.

Brigadier General James L. Frink, quartermaster of the Fourth Corps Area, which embraces the maneuver area, announced today that an additional 98,000 blankets have been shipped to the Fourth Corps outfits in North and South Carolina. This issue supplements the present blanket supply of three to each man.

The shipment was handled by Lieutenant Colonel William F. Ritter, supply officer on Gen. Frink's staff, as Indian Summer waned and troops prepared to complete the final phase of their war games under actual winter conditions.

The extra supply of blankets, it was revealed, will go to soldiers who will sleep in "pup" tents.

The regulation issue of blankets is two per man, but more may be ordered by the commanding officer of each outfit. Ordinarily, when soldiers are in steam-heated barracks or the stove-heated tents of permanent camps, the two blankets are sufficient. But when maneuvers become the order of the day, and "pup" tents the only shelter available, three and sometimes four blankets may be required.

The Quartermaster Corps has made ample provisions for the coming of cold weather. Uniforms of finest wool and heavy overcoats have been issued to each man. Ten different kinds of gloves are regular issues for the Quartermaster Corps. One of the newest developments along this line is a two-in-one glove, which gives complete freedom of movement as well as warmth. The "inner" glove is made of wool and is covered by an "outer" glove of leather. Together the two-in-one protects the hands in the most extreme temperature. If freedom of hands is desired, the outer leather gloves may be removed.

"Keen animosity is often displayed toward the man at the top of the ladder by those beneath him," says a business man. Especially if he is one of those rather careless house painters. — Humorist.

From one and a half acres of Great stringless beans, Howell Woody of the Joe community in Madison County made a net profit of \$126.50, reports Farm Agent P. R. Flam.

After Dark!!... by Rice

NO! YOU WOULDN'T DRIVE OFF A TEN STORY BUILDING BUT HITTING SOMETHING AT 50 M.P.H. HAS JUST ABOUT THE SAME RESULT

SPEED X WEIGHT = IMPACT

IMPACT = DEATH

AT NIGHT WITHOUT TRAFFIC SAFETY LIGHTING YOU SEE OBSTRUCTIONS TOO LATE—HIT THEM AT GREATER SPEEDS WITH MORE DEADLY IMPACT consequently NIGHT DRIVING IS FAR MORE DANGEROUS!

Slow Down at Sun Down!!