

THE GLEANER

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TAXES ON ALL—REBATES FOR SOME

Of Federal taxes the President said in his annual message to the Congress—

"It can not be repeated too often that the enormous revenues of this Nation could not be collected without becoming a charge on all the people whether or not they directly pay taxes." And—

"Every one who is paying for the bare necessities of food, shelter and clothing, without considering the better things of life, is indirectly paying a national tax."

A charge "on all the people," and "on every one," if not directly, then indirectly, is the way the President put it. In other words, the tax gets into the price of things the people pay. And, in a vast lot of cases, the tax gets into the price of a marketed article before the tax is paid. Of course, the manufacturer of automobiles, for example, counts a tax as one of the costs of production for which provision must be made.

Now after the President asserted that every one pays Federal taxes, directly or indirectly, what did he propose in view of a big surplus current and in prospect? He opposed any tax reduction of a "permanent nature" and said—

"Meantime, it is possible to grant some real relief by a simple measure making reductions in the payments which accrue on the 15 of March and June, 1927."

By "some" in the foregoing sentence, the President surely did not intend that to "some" persons and interests relief could be granted in the manner he suggested. Yet, that would be the effect of it, according to his own line of argument showing all the people, directly or indirectly, pay the Federal taxes.

How would "all the people" who pay the taxes come out on the "reductions" proposed for next March and June 16? A lot of them would get no reduction whatever, though in prices paid in 1926—the year on which payments for 1927 would be based—they had borne the tax. Instead, those who had passed the tax on in production costs and sale prices would get the reduction, which would be pretty much of the nature of an outright gift from the government at the expense of "all the people."

UTILITY REGULATION.

The idea is constantly being stressed that the greatest function of state regulation of public utilities is to do away with unnecessary duplication of services.

Eliminating waste has resulted from state regulation which reduces and prevents useless competition between water lines, electric, steam and motor services.

Competition that eventuates in good public service is always desirable—destructive competition that eventuates in ruin to investments is never allowable.

Some of the leading railroad systems of the East are making use of electric, truck and bus lines for profitable operation of extensions and feeders for larger systems, and asking protection for traffic they have built up by years of service and investment and expenditure of vast sums of money.

To any fair-minded American business man, there can be nothing wrong in state regulation with these objects in view, and existing transportation systems have a right to be protected against destructive and wasteful competition in any form.

VETERANS STILL NEED RED CROSS

Aid to Disabled Men Increases as Problems and Legislation Bring Complications.

20,000 MEN DIE EACH YEAR

Many Entitled to Benefits Still Uninformed of Just Claims to Compensation.

Eight years after the World War finds service to disabled veterans still a major responsibility of the American Red Cross.

This situation is due to the increasing problems involved and the complex character of veteran legislation. There is also an increase in numbers of "death cases" handled, as compared with claims for living veterans, though the work for the latter remains heavy. About 20,000 ex-service men are dying each year, a considerable percentage of these having service-connected disabilities.

In a majority of cases, Red Cross Chapters find their assistance is needed in helping dependents present their claims for death compensation, insurance payments, bonus, burial allowances, and other government benefits due them. An episode of the past year illustrates the difficulties frequently encountered by the Red Cross experts in rendering such assistance. A veteran dying from service-connected disease, was trying from his bedside to establish at that late time his claim for Government aid to his family, and the necessary proofs were in a physician's records across the continent from him. To obtain the needed affidavits before it was too late, a cross-continent airplane flight was necessary, then a Red Cross Chapter in Pennsylvania hurried the investigation, sending the papers back to the veteran and his Red Cross helpers in Oregon, by air-mail. It reached there in time.

Another discovery in Red Cross assistance to veterans and their families is that many dependents of these men unquestionably entitled to Government aid, have struggled along, ignorant of their rights.

Approximately 2,626 Red Cross Chapters carry on Home Service work, in assistance to veterans and their families. The Chapters also conduct campaign among veterans for re-statement and conversion of their term insurance. Among its other duties, the Red Cross assumed at the request of the Canadian Government the administration of a fund allotted to the care of Canadian disabled veterans living in the United States.

In the United States the Red Cross assisted an average of about 30,000 disabled veterans and their families every month in the past fiscal year. Indicating the size of this undertaking, National Headquarters of the Red Cross expended \$1,641,178.18 on disabled veterans alone, and \$609,451.73 on assistance to men on active duty with the Army, Navy and Marine Corps, while Red Cross local Chapters expended a total of \$1,987,000. Red Cross assistance to service men overshadowed every other phase of its program, even its disaster relief, until the Florida hurricane.

Help for veterans covers many demands, from temporary aid until Government claims are adjusted or until the ex-soldier is properly hospitalized, to extending capital loans to rehabilitated veterans endeavoring to become self-supporting in business. Several such capital loans were to blind veterans.

Contact with veterans in hospitals is maintained by Red Cross personnel which doctors agree influences the veteran's welfare and improvement. The Veterans' Bureau was planned to carry on social work in its hospitals for mental cases, and in many cases the Government and the Red Cross are co-operating for the welfare of the men suffering war disabilities. The public is invited to assist this work by joining the Red Cross during the Annual Roll Call, November 11 to 25.

ALWAYS AT WORK TO RELIEVE DISTRESS

Since 1905 the American Red Cross has given relief to 854 disasters in the United States alone. A year seldom passes without a major calamity due to tornado, earthquake, fire or flood. The Red Cross in each case has remained on the job until relief was completed.

Last year the Midwest tornado which struck five states was the outstanding relief operation by the Red Cross. The Florida hurricane in September created a problem which exceeded in proportions any disaster since the San Francisco fire.

By joining the American Red Cross every American can do his part to make its services continuously effective. The Annual Roll Call from November 11 to 25, this year, is your opportunity.

More than 43,000 nurses are enrolled in the American Red Cross. They are ever ready for emergency duty. Every American can do his share for humanity by joining the American Red Cross during the Tenth Annual Roll Call, November 11 to 25.

Trustee's Sale of Real Property.

By authority of the power of sale contained in a certain deed of trust executed to the undersigned Trustee by D. W. Brown and wife, Lula Brown, executed on the 25th day of February, 1924, and recorded in the office of the Register of Deeds for Alamance County in Deed of Trust Book No. 95, at page 256, said deed of trust having been executed for the purpose of securing the payment of certain bonds therein described; and default having been made in the payment of said bonds and interest thereon as set out in said deed of trust, the undersigned Trustee will, on

SATURDAY, JAN. 8, 1927, at 12:00 o'clock noon, at the Courthouse door in Graham, N. C., offer for sale at public auction to the last and highest bidder for cash, the following described real property, to-wit:

Two certain lots or parcels of land lying and being situated at Elon College, Boon Station Township, Alamance County, North Carolina, adjoining each other and the lands of Mrs. E. C. Crawford, G. W. Patton, W. S. Tate, B. Cable, L. Tickle, E. Huffines and others, described and defined as follows:

FIRST TRACT: Beginning at a stake on Mrs. Crawford's line, W. W. Staley's N. W. corner, running N 1/4 deg E to a stone, corner Mrs. Crawford's lot; thence N 89 1/2 deg W to a stone in Patton's line 6.40 chs; thence N 1/4 deg E 7.53 chs to a stone in Huffines line; thence N 86 1/2 deg E 14.52 chs to a stone in W. S. Tate's line; thence S 44 deg W 12.31 chs to a stone in edge of said Tate's yard; thence S 84 chs to a stone in middle of Kerr Avenue, projected; thence S 1 1/2 chs to the middle of the intersection of Kerr and Haggard Avenues; thence W with Haggard Ave. to Staley's corner; thence N with Staley's line to his N E corner; thence W with Staley's line to the beginning, containing fourteen (14) acres, more or less, on which is situated a six-room dwelling, barn and other out-houses.

SECOND TRACT: Beginning at a rock, corner with said Huffines; thence S 5 1/2 deg W 4.95 chs to an iron bar in said Brown's line; thence S 63 1/2 E 2.05 chs to an iron bar in a road; thence N 87 1/2 deg E 5.78 chs to a rock in said Cable's line at a tobacco barn; thence N 41 deg E 18.33 chs to a rock corner with said Cable; thence S 87 1/2 deg E (B. S. 84 1/2) 7 1/2 lks to a rock, corner with said Cable; thence N 41 deg E 13.35 chs to a rock, corner with said Tickle; thence N 86 deg W 77 lks to a dead oak tree, corner with said Tickle; thence N 1/2 deg E 3.06 chs to a rock, corner with said Tickle; thence N 84.05 deg W 6.57 chs to a rock, corner with Huffines; thence S 5 deg 55 1/2 min. W 29.75 chs to the beginning, containing twenty-six (26) acres, more or less.

Sale subject to advance bids as provided by law. This the 4th day of December, 1926.

ALAMANCE INS. & REAL ESTATE CO., Trustee. J. Dolph Long, Attorney.

STRAIGHT SALARY: \$35.00 per week and expenses. Man or woman with rig to introduce EGG PRODUCER. Eureka Mfg. Co., East St. Louis, Ill.

LADIES, who can do plain sewing at homes and want profitable spare time work. Write (Enclose stamp) to HOMAID DRESS COMPANY, Amsterdam, N. Y.

MAIL EARLY AND BUY Christmas Seals



Trustee's Sale of Real Property.

By virtue of the power of sale contained in a certain deed of trust executed to the undersigned Trustee on the 28th day of October, 1921, by H. Tillman and wife, Lenna Tillman, for the purpose of securing certain bonds described in said deed of trust, which said deed of trust is duly recorded in the office of the Register of Deeds for Alamance County, N. C., in Deed of Trust Book No. 89, at page 224, default having been made in the payment of said bonds and the interest thereon according to their tenor, the undersigned Trustee will on

SATURDAY, JAN. 15th, 1927, at 12:00 o'clock noon, offer for sale for cash, at public auction, to the last and highest bidder, at the Courthouse door in Graham, N. C., the following real property, being the first of three described tracts in the above stated deed of trust:

FIRST TRACT: Adjoining the lands of Ireland Street, G. M. Brooks, Alamance Insurance and Real Estate Company and others, bounded as follows:

BEGINNING at a corner on South side of Ireland Street, corner with Alamance Insurance and Real Estate Company (formerly Dr. J. W. Page corner); thence with line of said Ireland Street 97 ft to a corner with said G. M. Brooks; thence with line of said Brooks S 55 1/2 deg W 234 ft to a corner of G. M. Brooks and Alamance Insurance and Real Estate Company; thence with their line 40 1/2 ft to an iron bolt; thence N 63 deg E 254 1/2 ft to the beginning on Ireland Street, this being the property upon which is now situated a six room dwelling.

This sale subject to advance bids as provided by law.

This the 14th day of December, 1926.

THE ALAMANCE INSURANCE AND REAL ESTATE CO., Trustee. J. DOLPH LONG, Atty

NOTICE! Of Service Of Summons And Warrant Of Attachment.

State of North Carolina, County of Alamance. In the Superior Court. Ed Hodge vs. D. W. Brown

The defendant in the above entitled action will take notice that, on the 13th day of December, 1926, summons in this action was issued against him by E. H. Murray, Clerk of the Superior Court of Alamance County, North Carolina, and that in this action the plaintiff claims the sum of \$404.00 to be due and owing him on account of his having to pay a note which he had endorsed for the defendant in said amount, which said summons is returnable at the office of the Clerk of the Superior Court of Alamance County on Monday, January 17, 1926.

The said D. W. Brown will further take notice that a warrant of attachment shall issue in this cause on the 13th day of December 1926, against the property of the said D. W. Brown, which warrant is returnable at the time and place named for the return of the summons.

The said D. W. Brown will further take notice that he is required to appear at the office of the Clerk of the Superior Court of Alamance County, at the courthouse in Graham, on or before the 17th day of January, 1927, and answer or demur to the complaint filed in this cause, or the relief demanded will be granted.

Done this the 18th day of December, 1926.

E. H. MURRAY, Clerk Superior Court

ADMINISTRATOR'S NOTICE.

Having qualified as administrator, etc. of the estate of Mrs. Sarah C. Poole, notice is hereby given to all persons having claims against the said estate to present the same to the undersigned duly authenticated on or before the 10th day of August, 1927, or this notice will be placed in bar of their recovery. All persons indebted to said estate are requested to make prompt settlement. This August 9, 1927. R. L. CLAPP, Administrator of the Estate of Mrs. Sarah C. Poole, Dec'd. J. S. COOK, Atty.

Modern Home Aided Byrd Pole Dash; Sugar Cane Fought Cold of North



The House in the Arctic. Loading Ship for Trip. Byrd in Airship and Doughnut Boat.

A MODERN home built in the Arctic defied the death-dealing cold of the Polar Regions and proved an invaluable aid to Lieutenant Commander Richard E. Byrd in his successful flight to the North Pole, which he circled three times in a record breaking flight of 1,500 miles in 15 hours and 30 minutes at an average speed of 98.75 miles an hour.

It was at the Spitzbergen base, King's Bay, where this first modern house was constructed amid the snow and ice of the Arctic immediately upon the arrival of Lieutenant Byrd and his companions, as a permanent home and observation station for the explorers. The house, which rose up on the horizon of the frigid north in marked contrast to the igloo of the eskimo, was equipped with a complete radio outfit that those who remained at the base while Lieutenant Byrd made his thrilling dash to the Pole in his speeding Fokker might keep in touch with their chief and the outside world, which they kept informed as to the progress and success of the flight.

It was to this same home that he returned after his hazardous trip and from which some of the first messages were sent to the waiting public, telling them through the lanes of the air that Byrd had circled the pole three times and had returned to his Spitzbergen home in safety, adding one of the most memorable pages to the history of Arctic exploration.

Sugar Cane Fights Polar North.

When Lieutenant Byrd left the Brooklyn Navy Yard on the ship Chantier he declared he had the best and most scientifically equipped expedition that ever had started for the North Pole. Special plans were made for the erection of his Arctic home. Boards of celotex insulating lumber made from bagasse (sugar cane fiber after all sugar juices have been extracted) were carried along with the latest inventions to aid in polar exploration. This building material is very light and is filled with millions of air cells, which give it great insulation value and resistance to change in temperature, especially the severe cold. One odd circumstance in connection with the use of this material is that the sugar cane of the south was utilized to fight the cold of the north.

Celotex was selected instead of lumber because tests made by the United States Bureau of Standards and its universal use in building construction all over the world, had demonstrated that this insulating lumber would keep the quarters of the explorers warmer and protect their living conditions more securely than ordinary building material.

It was only after careful investigation by the scientific men in the expedition that celotex was selected. These authorities pointed out that the protection afforded by its insulation efficiency was three times as great as ordinary lumber and nearly twelve times as great as that of brick and other masonry material. The ship Chantier also was lined with celotex as an added precaution to keep the ship warm while the explorers used it in the preliminary stages of the expedition.

In practically every other way this expedition was more scientifically prepared than any of its predecessors. These included inventions of Commander Byrd himself. A simple sun compass conceived by Byrd and developed by Mr. Bumstead of the National Geographic Society, superseded the complicated German device, developed three years ago for Amundsen. The drift indicator also was Byrd's invention. The bubble sextant by which the navigator obtains his bearings while in flight was another one of his inventions. Still another scientific development was a quick method of telling when one is at the North Pole. This has been worked out by G. W. Littlehales, the navy's hydrographic engineer.

Device Locates the Pole.

Byrd and others contributed to a chart of the magnetic lines flowing toward the magnetic North Pole, which is in Bothia Land, 1,200 miles south of the Pole. Between Bothia Land and the Pole the compass points south instead of north and over much of the Arctic it is badly disturbed by the discrepancy of position between the geographical North Pole and the magnetic North Pole.

This chart of the magnetic lines, flowing to the magnetic North Pole, although it was far from complete, was such as to enable the navigator to tell in what direction the compass should point from any spot in the Arctic. With this knowledge, the erratic behavior of the compass becomes orderly and it is once again a useful instrument.

A third type of compass used was a device of infinite sensitiveness—a revolving electrical coil, which is adjusted to a given relation with the magnetism of the earth. This, the sun compass, and the magnetic compass were each used to correct the other.

Lieutenant Byrd in his flight used a quick method of telling when he was actually at the Pole. This was the invention worked out by Mr. Littlehales, the U. S. Navy hydrographic engineer. It shows the sun's position from the North Pole at every hour of the day and every day of the year. When the flyer is near the Pole he can, by ascertaining the exact position of the sun, prove that he is near the Pole.

Flew 3,000 Miles Over Arctic.

The expedition, backed by such men as John D. Rockefeller, Jr., and Theodore Roosevelt, Jr., had three main objects.

- 1—To prove that air navigation in the Arctic is feasible and that freight and messenger travel over the top of the world is certain to come.
- 2—To hunt for new land in the unexplored areas of the Arctic.
- 3—To conquer the North Pole from the air as a sporting adventure and as a demonstration of what a plane can do—not a geographical study, as the Pole was begged for all time by Admiral Peary.

Probably no one knows more about Arctic flying than Commander Byrd. From the Greenland base of the MacMillan expedition at Etah last year he flew 3,000 miles over the Arctic, studying the behavior of oil, motors, compasses, and other navigation instruments at great altitudes over the Polar sea.

With him this time Commander Byrd took a noted fuel expert, who is Flying Commander G. O. Noble, as it requires great skill and pains to prevent the freezing of lubricating oil and stiffened action of the motors, it forced to work on the plane in the open at great altitudes with the thermometer at 60 to 70 below zero. The points which favored the month of May were that the Arctic fog had not begun to rise and heavy snows still covered the land and afforded many good landing places.

A factor of safety pointed out by Commander Byrd in connection with the use of the Fokker machine is that it carries a reserve engine. It has three engines. With a light load one is expected to be sufficient to maintain the plane in flight. With a normal load, two engines will do the work. If two engines break down at one time, when the plane is not too heavily loaded, it may fly with the use of one engine. The Fokker machine has a wingspread of slightly more than 64 feet. It is said to be a marvel of airship construction.

The other airplane—the Curtis Oriole—was to have been used chiefly in finding landing fields so that if the fliers found their main landing place covered with a fog they might go elsewhere.

The Chantier was equipped with a powerful radio transmitter to send back the news of the expedition. The Fokker also is equipped with a receiving and transmitting set. Commander Byrd not only kept the world informed of the progress of the expedition, but received through the Chantier weather warnings to guide him in his flight.

How Expedition Was Equipped.

Forty-five hundred pounds of whole beef were included in the rations of the Byrd crew of forty-seven fliers, seamen and technicians. Also four hundred pounds of pemmican (meat fats and raisins), huge quantities of bacon, dried milk, erswurst (pea soup) and other supplies in proportion were carried along. Cod liver oil was included for its healthful properties. Herbert Griggs, who had charge of provisioning Peary's expedition in his famous dash to the Pole, worked out the rations for the Byrd explorers. Two pounds per man per day was the allowance to take care of all emergencies.

No amount of clothing is really sufficient when flying 1,000 or more feet in the air in the Polar regions, but every possible precaution was taken by Commander Byrd against exposure. The men were equipped with the warmest and lightest of reindeer suits and with fur parkas, a garment that reaches to the knees and has a hood covering the head. Plenty of goggles were found to be an absolute necessity to protect them against the glare of the snow.

In spite of all the precautions the undertaking was full of unseen danger. None of this equipment would be of the slightest avail against some unexpected and unprecedented situation which might arise. There is always the danger of snowblindness, exhaustion, freezing, some mishap to the engine. Lieutenant Byrd and his companions, however, were particularly fortunate in escaping with practically no ill effects except the exhaustion due to such a perilous trip.

Pick Up Ice Pilot.

The ship Chantier's first stop was at Tromsø, Norway, where an ice skipper was taken on to pilot the Chantier and its crew through the ice-filled waters around Spitzbergen to King's Bay, where preparations for the first flight to the Pole were made. The planes, the instruments and the various oil mixtures used in connection with the airship tests, were carefully examined and tested. Lieutenant Byrd's original plans called for six flights as follows:

- 1—A 400-mile flight from Spitzbergen to Peary Land to unload oil, provisions and equipment at a place that looks promising for a landing.
- 2—A 400-mile flight back to Spitzbergen.
- 3—A second 400-mile flight from Spitzbergen to Peary Land base with further food, fuel and equipment.
- 4—An 850-mile flight to and around the Pole and back to the Peary base.
- 5—An 800-mile round trip flight to the northwest over unexplored areas in search of new lands.
- 6—A 400-mile flight from the Peary Land base back to Spitzbergen.

It was his plan in his second flight to attempt to discover new land, but when he received the report of the flight of Amundsen in his dirigible, in which it was stated that the Norge had failed to find any trace of new land, Lieutenant Byrd decided to abandon further flights and the trip over land on sleds he had planned in his search for new land in unexplored areas. Now he has decided to try to accomplish by airship at the South Pole what he did at the North. As he left the Spitzbergen base he stated that he would have just as well an equipped expedition for his southern flight as he had in his recent adventure in the North.