

# THIS WEEK IN WASHINGTON

Special to The Franklin Times

Washington, June 26.—President Roosevelt was anxious to have Congress adjourn before the 15th, because that was the date for the payment of another installment on the European war debts, and he knew they were not going to be paid in appreciable amount. He didn't want Senators getting up and saying unkind things about Europe just at a time when the World Monetary and Economic Conference was meeting in London and we were trying to get on friendly terms with the rest of the world. And the reason some Senators did their best to hold Congress in session was just to give themselves an opportunity to let loose a lot of anti-foreign fireworks about the debts.

But when the date came, and the debt installments weren't paid—England paid 10 per cent, France and Italy nothing, Czechoslovakia and Greece and a few others also 10 per cent and Finland alone paid what was due in full—there wasn't any occasion for fireworks. The President accepted what was offered as payment on account, sent a sharp rebuke to France, which is two installments behind, and committed the nation to nothing except what he has said before, that we shall always be glad to listen to any nation which wants to tell us why it can't pay.

**New Deal Goes Into Action**  
What this extra session did was more than any previous peace Congress has ever done in, its whole life, however. And now that Congress has passed the burden to the Administration, the New Deal is beginning to get into action.

Under the new Farm Relief act the Secretary of Agriculture has announced that the reduction of wheat acreage is beginning to be put into effect and that \$150,000,000 will be distributed among wheat growers this year, to compensate them for wheat not produced. This amount will be raised by a processing tax of 30 cents a bushel levied on the millers, who will not be permitted to pay less than the market price for wheat. They will add the processing tax to the price of flour, which is calculated to add about 1-2 cent to the consumer's cost of a pound loaf of bread.

Cotton in the fields is to be destroyed, probably as much as 25 per cent of the 1933 crop, and growers compensated out of the proceeds of a processing tax of 4 cents a pound laid on spinners, who are to tack it on to the price of cotton goods.

**Federal Home Loans**  
The Federal Home Loan Bank Board has been set up under the direction of William E. Stevenson. If anyone owing a home has a mortgage on it he can refinance that mortgage under proper conditions with Government funds, up to 80 per cent of the appraised value, if the mortgagor will accept 4% Government bonds for his money. A market will be maintained for the bonds if anyone needs to convert them into cash. Mortgagees will have to pay nothing on the principal of such loans for three years, then pay them off in 15 annual installments at 6%. If the distressed mortgagee needs cash for back taxes or repairs the Government will lend cash for both purposes.

Contracts are being prepared now for the spending of the \$3,300,000,000 appropriated for public works. Four hundred million dollars of Federal roads construction is to start at once, as well as the building of all the naval craft which we are allowed under our treaties, amount to another \$200,000,000. The Administration proposes to get the entire \$3,300,000,000 of additional money into circulation as speedily as possible.

**Industry to Resume**  
Under the Industrial Recovery Act all industrial concerns in the Nation are now organizing themselves, with Government aid, into trade associations for the adoption of standard codes of practice, hours of labor and minimum wage scales, in order to get factories going at once. Any industry that won't play can be forced to come in under the rules approved by the majority and the government. The expectation of Washington is that a million men a month will be put back at work, beginning now.

Under Joseph B. Eastman, formerly Chairman of the Interstate Commerce Commission and now Federal Coordinator of Railroads, the task of reorganizing the railroads into regional systems, and in general trying to make them more efficient, has been started. One of the first things the railroads did was to announce another pay cut, making a total reduction, effective next November, of 22 1-2 per cent in railroad wages. The only "inflation" thus far in effect is the acceptance of silver at 50 cents an ounce in payment of foreign debts to the United States. Each 50-cent ounce of silver will make about \$1.19 in silver dollars, which will

## Photo Wins Screen Test



Mrs. F. B. Jelke, of New York, pretty society woman who figured in a recent divorce action by her husband, was photographed on the beach and the picture won her a screen test, coming to the attention of a well known motion picture producer.

be the basis for that much in silver certificates. But unless the agreements arrived at in London result in putting the currencies of the rest of the world up to where they were, with relation to the dollar, at the close of the war, then some real inflationary measures will be adopted to make dollars cheaper and prices higher.

**Expenses Going Down**  
Government economy plans are working out. The general 15 per cent cut in Federal salaries begins July 1. Great numbers of men in the Army are being weeded out. Plans for the consolidation of bureaus have been completed. The President made his veterans' pay cut stick, in spite of Congressional efforts to override him, although some of the schedules originally announced were increased, in the case of men actually disabled in war service.

Republican votes saved the Glass-Steagall bank bill, with its deposit insurance feature, at the last minute. Republican votes helped put a lot of the Roosevelt program through. In fact, the only issue on which the Republicans in Congress voted solidly as a unit was Veterans Relief.

## Gets Car Free

Chicago, Ill., June 27.—To an eight-year-old Polish lass whose father works part time as a janitor went, scot free, the first car built on the assembly line operated by the Chevrolet Motor Company on "A Century of Progress" grounds.

The car was a gift of Chevrolet, whose president, W. S. Knudsen, insisted that the first automobile off the line be given—rather than to a personage of national or local prominence—to some Chicago school child in or below the eighth grade requiring the entry of their name, address and school affiliation were distributed to eligible pupils just prior to the close of schools for the season. From the filled in blanks a five-year-old Winnebago Indian in full regalia, off a Fair grounds reservation, drew the winning name in the presence of Vincent Lopez, orchestra leader as principal judge, and Chevrolet and General Motors officials. Out came the name of Miss Dorothy M. Maciejewska, of 2828 West 39th Place, Chicago, who now knows the thrill of falling heir to an unexpected fortune.

No member of her family has ever owned a car. A 24-year-old brother unable to get work for some time past will serve as her chauffeur.

Scouts located the winner late that night and checked her eligibility through the parish priest. Early the next morning, accompanied by the priest and two young companions who have been promised their first ride with her, Dorothy was at the General Motors building to inspect her new property—a Master Six coach in black Duco finish. The car was to be formally delivered to her this week.

It was the first of nearly 300 Chevrolets already built on the Fair Grounds since the line got into production shortly before the opening of the exposition. Demand for cars built here has been running far ahead of production, but first choice is being given those who make their purchase on the grounds in the expectation of driving home in the locally-built product.

The worst part about not getting down to work until 10 o'clock is that it's so hard to find anything attractive on the luncheon menu.  
Henry: "Did you hear that Jim got poisoned eating chicken?"  
John: "Croquette?"  
Henry: "Not yet, but he's pretty sick."—West Point Pointer.

## Civil Service Examinations

The United States Civil Service Commission has announced open competitive examinations as follows:

**Junior Park Naturalist, \$2,000 a year, less a deduction not to exceed 15 per cent as a measure of economy and a retirement deduction of 3 1-2 per cent; National Park Service, Department of the Interior.**

**Senior Highway Construction Supervisor, \$4,600 to \$5,400 a year, less a deduction not to exceed 15 per cent as a measure of economy and a retirement deduction of 3 1-2 per cent; Bureau of Public Roads, Department of Agriculture, Washington, D. C.**

**Cost and Production Superintendent (Shoe Factory), \$2,000 a year, less a deduction not to exceed 15 per cent as a measure of economy and a retirement deduction of 3 1-2 per cent; Federal Penitentiary, Leavenworth, Kans.**

All States except Iowa, Maryland, New Hampshire, Vermont, Virginia and the District of Columbia have received less than their share of appointments in the apportioned departmental service at Washington.

Full information may be obtained from Secretary of the United States Civil Service Board of Examiners, or at the post office in this city.

Information regarding these positions follow:

**Junior Park Naturalist, \$2,000 a year, less a deduction not to exceed 15 per cent as a measure of economy and a retirement deduction of 3 1-2 per cent; age 21 or over, but under 35; National Park Service, Department of the Interior.**

A separate register of eligibles will be established for each of the following options: General, archaeology, biology, forestry, geology, and history. Applicants must have had certain specified education, or education and experience. Applicants will be required to assemble for examination. Application Forms 1 (or 8) and 13. Announcement 9. Applications must be on file at the office of the U. S. Civil Service Commission, Washington, D. C. not later than July 18, 1933.

**Senior Highway Construction Supervisor, \$4,600 to \$5,400 a year, less a deduction not to exceed 15 per cent as a measure of economy and a retirement deduction of 3 1-2 per cent; age under 53; Bureau of Public Roads, Department of Agriculture, Washington, D. C.** Applicants must have had certain specified education and experience. Applicants not required to assemble for examination. Application Forms 1 (or 8) and 12. Announcement 11. Applications must be on file at the office of the U. S. Civil Service Commission, Washington, D. C. not later than July 14, 1933.

**Cost and Production Superintendent (Shoe Factory), \$2,000 a year, less a deduction not to exceed 15 per cent as a measure of economy and a retirement deduction of 3 1-2 per cent; age under 53; Federal Penitentiary, Leavenworth, Kans.** Applicants must have had, within the past ten years, certain specified experience which must have been acquired in a factory manufacturing men's shoes by the Goodyear Welt process, and paying workers on a piece-work basis. Applicants not required to assemble for examination. Application Form 1 (or Application Form 8). Announcement 12. Applications must be on file at the office of the U. S. Civil Service Commission, Washington, D. C. not later than July 18, 1933.

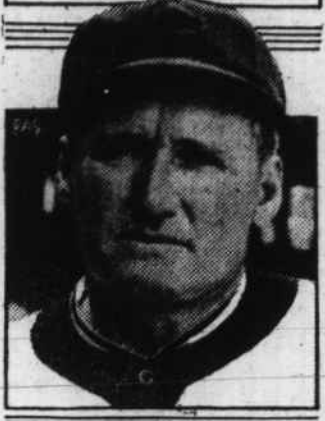
**Emergency Agricultural Assistant, \$2,000 to \$2,600 a year, less a deduction not to exceed 15 per cent as a measure of economy and a retirement deduction of 3 1-2 per cent; age 24 or over, but under 55; Agricultural Adjustment Administration, Department of Agriculture.** Applicants must have had certain specified experience, or education and experience. Applicants not required to assemble for examination. Application Form 1 (or 8). Announcement 10 and Amendment. Applications will be rated as received until further notice and must be filed with the U. S. Civil Service Commission, Washington, D. C. This examination is open to citizens who have domicile, residence, and post office address in any State except Connecticut, Delaware, Maine, Massachusetts, Nevada, New Hampshire, New Hampshire, New Jersey, Rhode Island, Vermont and the District of Columbia.

Veterans are exempt from age requirements. Applicants who wish to claim veteran preference must file preference form 14 in addition to any other forms specified.

**A Long Time**  
A man from New York was peering into the depths of the Grand Canyon.  
"Do you know," asked the guide, "that it took millions of years for this great abyss to be carved out?"  
The man from New York was tremendously impressed. "You don't tell me," he commented. "Why, I didn't know it was government job."

## CHECKING UP ON SPORTS BY JACK ADAMS

### "Big Train" Johnson



Walter Johnson, famous speed-ball pitcher beloved by all fans, is back in the big show again, now managing the Cleveland Indians in the American League.

In Chicago the other day Louisiana State University turned in the most amazing upset of the season by defeating Southern California's Trojans in the National Collegiate A. A. track and field championships, 58 to 54. Indiana, winner of 1932, finished third with 37 points, and Stanford was fourth with 26 3-7.

Glenn Cunningham, University of Kansas sectional middle-distance runner, sped to a new American record for the mile run, winning the event from a brilliant field in 4 minutes, 9.8 seconds.

Princeton's team rode to the championship of the Intercollegiate Polo Association on the rain-drenched field of the Westchester Country club, Rye, N. Y. turning back Harvard, 10 to 9, in the final round match.

It didn't help the morale of the men golfers when Miss Kathryn Hemphill entered the Columbia, S. C., city championship tourney. She was the only woman to register. In the qualifying round she turned in the lowest score among 66 players—a 77; five above par and two strokes below the score of two men who trailed her with 79 each.

Horse racing with pari-mutuel betting, has been approved by the Michigan State Legislature.

The British have not won their own national golf championships since 1923.

Three members of S. A. Scott's foursome heard him boast about a hole-in-one he made on the White Sulphur Springs, Va., course. One by one they stepped out and proved that a hole-in-one is no miracle. The first player sank his from the tee on a 155-yard hole. The second aced his shot on No. 8, of 145 yards. The third waggled an iron and laid his ball right on top of the second player's.

That race in the American League is getting tighter. The New York Yankees are finding the going a bit rough.

The Misses Mary Heeley and Dorothy Round, of England, defeated Mrs. Helen Willis Moody, of California, and Miss Elizabeth Ryan, of California and London, in the final of the Kent tennis doubles championship, 6-4, 6-4. It is rather an unusual experience for Mrs. Moody to be defeated.

There was increased interest in college baseball this year. An unusual number of college players, upon graduation, went into professional baseball.

## CELEBRATE ANNIVERSARY

Franklin, N. C.—Mr. and Mrs. Lee R. Etheridge entertained a few of their friends Wednesday evening, June 14th at a barbecue supper, celebrating their ninth anniversary. Supper was served on the lawn amid a setting of summer flowers. After supper all joined in singing familiar songs. Those present were: Mr. and Mrs. S. P. Parker and daughter, Fay Ruth, Mr. and Mrs. A. B. Allen, Mr. and Mrs. H. F. Fuller, Mr. and Mrs. F. B. Pearce, Mr. and Mrs. W. H. Green, Mrs. Selma Supman, Mrs. L. R. Moye, Mrs. G. G. Sandling and daughter Mary, Mrs. L. S. Etheridge, Miss Bertie Etheridge, Mr. and Mrs. Fred Wilder and daughters, Dorothy and Helen, Mr. and Mrs. C. F. Tankerly, of Henderson, Mrs. H. Y. Rowe, Miss Jacqueline Williams, of Raleigh, Miss Kathleen Rowe.

Father: I won't have you standing at the door with that young man of yours.  
Daughter: But I only stayed for a second.  
Father: Nonsense! I distinctly heard the third, fourth and fifth.  
—Good Hardware.

## Italian Air Fleet To Visit Chicago

It is difficult to appreciate the tremendous amount of preparatory work which was undertaken by the Italian Air Ministry in preparing for its gigantic squadron flight of 24 seaplanes from Rome to Chicago. Not since the world flight of the U. S. Army Air Corps in 1924 has there been so great a project undertaken by any aviation organization, and the thoroughness which has characterized General Balbo's plan has required over a year's time.

The problems involved in planning for the flight of a single airplane over remote parts of the earth are trying enough, but these were multiplied many fold when it was decided that a fleet of 24 seaplanes, each carrying a crew of four men, were to make the flight in formation.

In addition to the work done in Italy in preparing and testing the physical equipment for the flight, it was necessary to organize facilities for servicing, maintenance, repairs, meteorological data, and not the least, for taking care of the physical wants of the 96 members of the expedition. One interesting angle of the field organization which has to do directly with American enterprise was the problem of arranging for supplies of a suitable fuel. Unlike some other nations, Italy has no petroleum production and hence must go abroad for the necessary fuel supplies. Before deciding on any particular brand of fuel, a series of severe tests, running over a period of some months, were undertaken, using the specially built Isotta Fraschini engines which power the large twin-engine Savoia Marchetti seaplanes selected for the flight. An American fuel, Stanavo Aviation Gasoline, was the one finally chosen, not only because of its satisfactory performance, but also because it is marketed by an organization with distribution facilities to take care of servicing the fleet of seaplanes at the remote points in Iceland, Greenland and Labrador along the route of the flight.

As soon as the official fuel for the flight was decided upon, the Stanavo Specification Board, through its headquarters in New York, took immediate steps to organize and coordinate all necessary arrangements for adequately servicing the Squadron at each port of call. The plans of the Air Ministry allowed a maximum time of six hours for refueling the entire fleet at each point—little enough in view of the uncertain factors such as weather, wind, and tide involved in the safe mooring of each seaplane. Special anchors, buoys, mooring lines, emergency repair material and tools had to be provided, and transportation of supplies from shore to seaplane arranged for, as well as precautionary measures to avoid all possibility of static electricity and fire hazard in handling the inflammable supplies.

All this involved no great difficulty at the first stops to be made at Amsterdam and London, beyond providing for additional servicing equipment. At the next three stops on the itinerary, however—in Iceland, Greenland, and Labrador—more unusual preparations were called for. The servicing facilities in these isolated places were of the most antiquated type, and it was necessary to arrange to ship to each point, in addition to the actual supplies, all the equipment required for handling the fuel and servicing the fleet of seaplanes, including fire extinguishing apparatus. The volume of this material when packed far exceeded the capacity of the ordinary freighters operating from Denmark to Iceland and Greenland, and several small sailing vessels of the north Atlantic fishing fleets were engaged to complete the transportation of supplies to these points.

Similar conditions prevailed in Labrador. The problem of laying down supplies there was further complicated by the fact that the Squadron would arrive at Cartwright before the usual opening date of navigation, which would in all probability be even later this year due to the heavy drifts of shore ice resulting from an unusually severe winter season. Food and housing accommodations also had to be arranged for, as the winter's supply of food at Cartwright would only suffice for the native population until the arrival of the spring supply steamers. In order to assure that all the necessary materials would be on hand when the fliers reached this point, it was found necessary to charter one of the Hudson Bay Company's icebreakers, the SS SENEFF, to carry the supplies from St. John's, Newfoundland, to Cartwright. Following the SENEFF through the channel it will open in the ice will be one of the boats of the Italian ground organization, carrying a group of meteorologists, wireless operators, mechanics, and others who will meet the Squadron at Cartwright.

At Shediac Bay arrangements have been made for a shore line base establishment, from which fuel will be moved to the seaplanes at anchor in small boats. Speed boats equipped with fire fighting apparatus will cruise the bay on constant duty to keep the fire hazard at a minimum. The servicing of the Squadron

at Montreal, Chicago, and New York will be a comparatively simple matter. The ordinary facilities for handling such work at these points will of course be augmented by additional equipment such as fuel pumps, buoys, and mooring facilities, and the same extraordinary precautions will be taken to guard against the fire hazard in moving and handling the fuel.

The Canadian Government has collaborated with the Imperial Oil Company in completing the servicing arrangements in Canada, and the U. S. Army, Navy and Department of Commerce are cooperating with the Standard Oil Companies of New Jersey and Indiana, and the Colonial Beacon Oil Company, in their arrangements to handle the servicing at Chicago and New York.

The definite route has not yet been selected for the return

flight to Rome, but arrangements have already been made to lay down supplies at the various points now under consideration. A tentative supply base for the eastward flight has been established at Shoal's Harbor, Newfoundland. A special meteorological station will be set up in the vicinity of St. John's, through which constant radio communication will be maintained with the home base at Orbetello, as well as with each unit of the Squadron during the entire operation. All in all, the intensive and elaborate servicing arrangements made for this ambitious flight constitute what is probably the greatest piece of ground organization ever conceived and carried through by a commercial concern.

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## NOTICE TO DELINQUENT TAX LISTERS

By order of the Board you will be allowed until July 4th to list your taxes. After that time you will be penalized according to law.

Come in and attend to same at once.

W. N. FULLER,  
County Accountant Franklin County.