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WAR

THE FRANKLIN TIMES, LOUISBURG, NORTH CAROLINA

## FRIDAY, JUNE 10, 1938



roads. Some eastern roads have put on fast, streamlined trains, using steam for motive power. On June 15, this year, both the Twen-tieth Century and the Broadway Limited will start new streamlined trains between New York and Chicago, on a 16-hour schedule. With six stops on each line, that will call for speeds between sta-tions of 100 miles an hour or faster.

These new trains will be hauled by steam locomotives. Most rail-road men still pin their faith on steam as the most economic mo-tive power and contend that on a perfect roadbed with heavy en-ough rails, steam engines can beat diesels over any distance. The new Chicago-New York trains are the challenge of the Iron Horse to its modern rival.

For years, ever since motor vehicles began to appear on the highways, engineers have been saying that their design was all wrong. The engine ought to be back over the rear axle, where its weight would add tractive power to the rear wheels, and it could be gear-ed direct to the differential instead of having to transmit power through a long drive-shaft.

American automobile makers have experimented with rear-engined cars, but none has been pro-duced commercially. Now two European car builders, Wenner-Gren of Sweden and Mathis of France, announce that they are going to begin shortly to make such a car in America, England, Sweden and France, to sell for \$500.

It is a long time since the United States Government had a sured States Government had a sur-plus of cash and no debts to pay. Ever since the Civil War we have been in debt. Before the World War the National Debt was down to a billion and a quarter dollars, in early 1917. Today it is close to 40 billions and still climbing. Back in 1836, 102 years ago, however, the Federal Government had such a buge surplus in its

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