

### Fails Because Of Small Allotments

The following letter of Senator J. W. Bailey to Hon. Clarence Poe, on the question of Control, will be read with interest by many:

Dr. Clarence Poe, Editor, The Progressive Farmer, Raleigh, N. C.  
My dear Poe:

Your statement in the paper this morning interested me very much. I agree with you that the tobacco control election failed because there were so many small farmers who were dissatisfied with their allotments. I think they were justly dissatisfied. In any allotment plan, the primary consideration ought to be an allotment sufficient to sustain a family. The authorities were fair and candid in letting the farmers know in advance what their allotments would be, but this cost them many a vote. Heads of families, finding that their allotments were an acre or two acres or three acres, or five hundred pounds or a thousand pounds or two thousand pounds, did not think it just and they were unwilling to vote to restrict themselves to such small incomes and such limited opportunities.

I hope it will be remembered that I made a rather desperate fight to obtain larger allotments for the small farmers when the present legislation was pending. It is not worth while now to call attention to the forces that defeated my amendment. I believe if the amendment had been adopted, thousands who voted against the control program would have voted for it. If ever we return to anything like the present plan, I trust you may have your uncompromising support of legislation to insure to the small farmers reasonable living allotments.

As for cotton, I do not think the farmers voted for control. They were informed quite candidly that if the election should fail, the Department would abandon its lending policy and of course this meant that the value of cotton held by the Government for the farmers and cotton on hand would immediately drop. Very naturally farmers who had obtained loans did not wish to have their loans called under such circumstances.

Let me suggest that in any program we contemplate, we should provide for certain things as follows:

1. Family sized farmers must be protected by reasonably sufficient allotments.  
2. We must pursue a policy that will tend to preserve our foreign market for tobacco, and if possible, to recover as much of the lost foreign market for cotton as possible.

3. Soil Conservation must be pressed with all earnestness. It is invaluable to the farmers and to the South and to the Nation.

4. The opportunity of North Carolina farmers to expand in live stock, dairy products, poultry and eggs must be preserved. Legislation in compulsory control bills tending to restrict this type of production spells ruin for North Carolina. I think our cotton farmers must find a substitute for cotton and I see no substitute except in live stock, dairy products, poultry and eggs.

5. In the Soil Conservation program, abundant provision should be made for the rebuilding of forests and the cultivation of forests as well as soil building by means of legumes and winter crops and grazing crops.

In event the Congress shall move in the direction of voluntary measures, I suggest that we may bring about a balanced agriculture under such measures and that if we can, such program will be incomparably more acceptable than a program of compulsion and penalties.

For example, it is beyond question that the Federal Government will be appropriating from \$750,000,000 to \$1,000,000,000 for payments to farmers in one form or another for an indefinite time to come. These payments may go for soil conservation, for forestry building, for crop loans, for parity payments and even for bounties upon exports. I think the Government could reasonably require that farmers who received such benefits should comply substantially with a program of balanced agriculture. Such a program ought to be reasonable in order to receive a proper support. This is control by way of inducement or reward rather than by way of penalty and coercion.

6. Finally, I suggest that our

### New Surgeon General



WASHINGTON, D. C. . . . Dr. Ross T. McIntire, White House physician for five years, whose appointment as Surgeon General of the Navy with the rank of Rear Admiral, was announced recently by President Roosevelt. Captain McIntire was jumped over the heads of thirty-four commanders and eighty-four captains.

Commissioner of Agriculture, the Honorable Kerr Scott, is working on some excellent plans with a view to improving the marketing facilities for our farmers. He ought to receive all possible encouragement from the farmers and also from the General Assembly of North Carolina.

You are at liberty to publish this letter as a statement of my views. I have never thought that compulsory control would be sustained by our people over a considerable period. I have not been at any time inclined to criticize those who took a different view, nor have I been inclined to resent criticism imposed upon me for the view that I have taken.

With all good wishes,  
Very truly yours,  
JOSIAH W. BAILEY.

### Celebrates Wright Brothers Flying Anniversary

Manteo.—The big lonely dunes of Kill Devil Hill—so-called cradle of aviation—hummed again Saturday to the sound of airplane motors as another year was marked since the Wright Brothers made their epochal flight.

Scores of planes, representing Naval, Coast Guard and commercial aircraft, were here to take part in exercises commemorating the 36th anniversary of man's first successful flight in an airplane.

Representatives of every governmental agency that makes use of aircraft came to join in observing the day with two veteran Coast Guardsmen who alone lent the two Dayton, O., bicycle mechanics a hand on that morning long ago when they decided to try out their flying contraption.

Wraith to Wright.—These two old timers are Captain John T. Daniel and Captain Adam Ellertson, now retired from active service. The day's program called for the laying of a wreath just beneath the names, "Orville and Wilbur Wright," carved on the great white granite pylon that crowns the big sand dune.

After the ceremony a big bomber was to pass low over Kill Devil Hill symbolic of the Wrights flight. Then the other aircraft passed in review before Army, Navy and Coast Guard officers.

A luncheon for visiting dignitaries, speech-making and a sight-seeing tour—were among other things arranged. And Saturday night the tall white memorial pylon was to be bathed in five billion candle-power of electric lights by a battery of anti-aircraft artillery searchlights to end the day's celebration.

The illumination was to be under

the direction of Major L. W. Jefferson, who recently directed such activities during the big anti-aircraft maneuvers at Fort Bragg.

### FIRST SUCCESSFUL FLIGHT

A day after the flight of Orville and Wilbur Wright at Kitty Hawk, the Associated Press sent this dispatch:  
"A successful trial of a flying machine was made yesterday near Kitty Hawk, N. C., by Wilbur and Orville Wright, of Dayton, Ohio. The machine flew for three miles in the face of a wind blowing at the registered velocity of twenty-one miles an hour and then gracefully descended to earth at the spot selected by the man in the navigator's car as a suitable landing place. The machine has no balloons attachment but gets its force from propellers worked by a small engine."

Preparatory to its flight the machine was placed upon a platform near Kitty Hawk. This platform was built on a high sand hill, and when all was in readiness the fastening to the machine were released and it started down an incline. The navigator, Wilbur Wright, then started a small gasoline engine, which worked the propellers. When the end of the incline was reached the machine gradually arose until it obtained an altitude of sixty feet. In the face of the strong wind blowing it maintained an even speed of eight miles an hour.

The idea of the box kite has been adhered to in the basic formation of the flying machine. A barge framework of light timbers, 33 feet wide, 5 feet deep and 5 feet across the top forms the machine proper. This is covered with a tough, but light canvas. In the center and suspended just below the bottom plane is the small gasoline engine, which furnishes the motive power for the propelling and elevating wheels. There are two six-bladed propellers, one arranged just below the center frame so rused as to exert an upward force when in motion, and the other extends horizontally to the rear from the center of the car, furnishing the forward impetus. Protruding from the center of the car is a huge fan-shaped rudder of canvas, stretched upon a framework of wood. This rudder is controlled by the navigator and may be moved to each side, raised or lowered.

APPLE ORCHARD  
Some three years ago, H. L. Kline of Concord, Route 4, Cabarrus County, set 528 apple trees. Only eight of the trees have died. The other now average about eight feet in height and produced their first apples this past season. The trees have been well fertilized and cultivated since setting.

### Erects Memorial To Traffic Dead



CLEVELAND, Ohio . . . This city recently took sorrowful inventory of its traffic dead as memorial services for the 114 victims of 1938 were conducted in Public Square. As spectators, including relatives of the victims, stood silently by, three young girls whose fathers lost their lives through automobile tragedies placed a green wreath on an obelisk on which was inscribed, "In Memory of Cleveland's 114 Traffic Victims, January 1, 1938-December 3, 1938."

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