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A CHANGE OF MIND

Five or six years ago any Filipino so politically blind as to campaign for office on a platform advocating the maintenance of the Philippines on their then existing basis as an American colony would have gone down to ignominious defeat. Today, a candidate advocating absolute Philippine freedom would have about as much chance of political survival as a snowball in July. Four years back, when Congress passed the Tydings-McDuffie Act, providing for complete independence for the Islands in 1946, the Islands put on the greatest celebration in their history—the ambition of all Filipino patriots had been realized. Last November a plebiscite was held, and where 45,000 Filipinos voted in favor of maintaining the Act in its present form, more than 1,350,000 voted to modify it.

There is plenty of reason for that rather astonishing shift of Island sentiment. The Philippines are worried. There are two primary worries—one has to do with their economic life, and the other with their security as a people and a nation.

As Newsweek expresses it, "The average Filipino fears that independence will mean poverty." So long as the Islands remain a U. S. dependency, Philippine exports can enter this country without tax or duty—and we, of course, provide their greatest single market. Under the terms of the Tydings-McDuffie Act, as the day of freedom nears, Island goods are to be subjected progressively to our tariffs. That would naturally mean higher prices for Island-raised produce here, more competition, and declining sales. It would be virtually essential for the Islands to revolutionize their economy, if they were to escape economic disaster. That would be a difficult revolution indeed, and so far, apparently, little progress toward that end has been made.

So far as Philippine security is concerned, the great fear is Japan. Nippon frankly wants the Islands, which are relatively close to her shores. The Japanese have already penetrated deeply into the economic life of the Islands, and are the dominant figures in a number of major industries. The Philippines have laws designed to restrict Japanese property-holdings, but, according to reports, the wily subjects of the Son of Heaven have found little difficulty in getting around them, by the use of "dummies" and similar stratagems.

The U. S. Army, it is known, is not enthusiastic for the Islands—it regards them as being dangerously close to being indefensible against a major fleet such as that possessed by Japan, which has sources of supply within reach. The Navy, while it too appreciates the difficulties of defense, wants the bases in the Far East which the Islands provide. So the Admirals are generally in favor of modification of the Tydings-McDuffie Act.

What happens to the Islands is of considerable importance to this country. We have invested scores of millions there, and we sell great quantities of our goods to the Islands annually. Some argue that the best is to encourage the Filipinos to change their type of farmings, produce for us tea, pepper, quinine and other commodities which today we must buy from foreign nations. In the meantime, sentiment in favor of modification of the Tydings-McDuffie Act grows, especially since it has become apparent that an overwhelming majority of Filipinos favor it too. There is a good chance that Congress will listen and act.

MINES AND U-BOATS

The incredible destruction of shipping, principally Allied and neutral, which has taken place in the early months of the war, has military observers all over the world scratching their heads. No one, apparently, thought sinkings would reach such a total. Today the mine and the U-boat, rather than the airplanes and the tank and the cannon, are the most effective instruments of warfare.

Of the two, the mine has proven by far the most effective—U-boat sinkings are now far in the minority. The German surprise technique of releasing mines from submarines, and smaller, parachute-equipped mines from airplanes, has proven extraordinarily successful. It is obviously in violation of international law. But it takes a strong idealist today to believe that a blockaded nation fighting for existence is going to pay more than lip service to that code.

The rumor that the Germans have perfected some magnetic device which attracts mines to ships passing by some distance away, is discounted 100 per cent by American scientists, for various technical reasons. Far more likely is the assumption that the seas have been literally strewn with free mines, which makes a knowledge of planned mine fields next to useless to ships.

In addition, it is believed British mines have broken loose during storms from their fields and are also floating about freely, a hidden menace to all shipping.

How to clear the seas when war is over seems to be a potential problem that no one has yet been able to answer.

WAR IN EUROPE
(Continued from Page One)

by the French finance minister, Paul Reynaud.

Berlin, Dec. 12.—Germany's \$20,000,000 adventurer, the Bremen, raced swiftly through the long fingers of the British fleet again today and slipped safely into a German port, writing "home" on her three-and-a-half-month-log of war.

The Bremen reached an unidentified "safe zone" in the hands of Commodore Adolf Ahrens, the skipper who sailed his ship from New York 36 hours before Germany invaded Poland, disguised her at sea and outwitted the British navy to sail a northern route to Marmansk Soviet-Russian Arctic port.

Later, a communique of the German high command said: "The fast liner, Bremen, arrived home to-night from overseas. The navy department had taken measures to bring the ship the necessary protection. A British submarine in the North Sea attempted to attack the Bremen. One of the planes sent to protect the Bremen forced the submarine so far under the water that the attack was thwarted."

Belief was expressed that the Bremen was at her Bremerhaven base alongside the Europa, her sister ship.

Conformed to Law
 (The British Admiralty announced that in conformity with "the rules of sea warfare," the submarine refrained from attack without warning. British naval observers pointed out that the Bremen's speed of 30 knots made capture by a lone submarine virtually impossible. Submarines can travel from 15 to 20 knots on the surface, but only ten knots submerged.)

Making Mother's Christmas Gift



THIS young lady isn't worrying about the number of shopping days until Christmas—she makes her own gifts and it's easy as her A, B and C's with brand-new uncooked candy recipes.

THEY CAN'T TAKE YOUR AD HOME

IF IT IS ON A BILLBOARD

Aladdin's Peanut Butter Fudge
 1 1/2 squares unsweetened chocolate, cut in pieces
 1/2 cup peanut butter
 1/4 cup hot water
 1 teaspoon vanilla

Melt chocolate over hot water, add water and vanilla, and stir until smooth. Cool to lukewarm. Place sugar, peanut butter, and salt in bowl, and blend with fork, or pastry blender, until evenly mixed and like coarse meal. Add chocolate mixture and stir until blended. Knead until mixture is the consistency of fudge, adding more water, a small amount at a time, if necessary. Spread evenly on buttered pan, 8 x 4 inches, and mark in 1-

inch squares. Approximate yield: 1 pound or 32 pieces.

Greole Nut Roll
 1 1/2 squares unsweetened chocolate, cut in pieces
 3 tablespoons hot water
 1 1/2 teaspoons vanilla
 1 1/2 cups sifted confectioners' sugar
 1/2 cup peanut butter
 1/2 teaspoon salt
 1 cup very finely chopped Brazil nuts

Melt chocolate over hot water, add water and vanilla, and stir until smooth. Cool to lukewarm. Place sugar, peanut butter, and salt in bowl, and blend with fork, or pastry blender, until evenly mixed and like coarse meal. Add nuts, then chocolate mixture, and stir until blended. Knead until mixture is the consistency of fudge, adding more water, a small amount at a time, if necessary. Shape in 1-inch rolls. Wrap in waxed paper, store in refrigerator and slice as needed. Yield: 2 (8 inch) rolls, or approximately 1 pound.

Variation: Molsten hands lightly, shape candy in 1/4-inch balls, and roll in chopped nuts, coconut, or small Christmas decorations

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