

# THE FRANKLIN TIMES

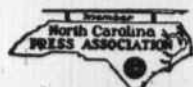
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## New Type Buses Introduced



A fleet of 350 radically new Greyhound buses, like the one pictured here, is now being delivered throughout the United States. A large number will be placed on bus schedules operating through the Atlantic Greyhound territory by August 15th, states Mr. Arthur M. Hill, president of the Atlantic Greyhound Corporation in Charleston, W. Va.

Each coach of the fleet will be air-conditioned, and approximately half of them will be powered by powerful 2-cycle Diesel motors. There are numerous improvements in the coach such as new-type reclining easy chairs, directed-beam reading lights, and retractable steps for easy boarding. The new buses are built largely of tough aluminum alloys, and cost about \$20,000 each.

There is plenty of room between seats in the new style buses.

### THE COUNTRY COMES FIRST

A strike in one of the country's major aircraft factories was recently averted by a narrow margin. The factory plays a key role in the new arms program.

One wonders when malcontents will realize that the people will no longer stand for industrial disputes which menace national security. If labor and management can't get together and settle their troubles without disrupting production, the authority of government will of necessity be used to control them.

Labor and industry have a chance today to show the stuff they are made of. When the nation dictates the policy that will take men for national defense, it cannot allow labor or industry to dictate terms of employment or production.

What prompts a professor to travel five hundred miles, without pay, to say something that everybody has known for fifty years?

As we understand it the "Peace be with you" movement includes married people in its membership.

The Louisburg Chamber of Commerce might become interested in the suggestion of adding more safety to Main Street traffic by widening the street on each side of the Monument.

Wouldn't it be well for Louisburg Merchants to put on a cooperative dollar day, or some other inducement to bring folks to town on a day that can be valuable to both the merchants and the visiting public.

It may seem strange but now that the Armory is about completed the Guardsmen will have to leave on a twelve months service expedition. Almost a realization of the prediction of some that "by the time we get the Armory we will lose the Battery."

The acts of the ones who destroyed the tent and organ of the Holiness preachers near Piney Grove last week, was very much uncalled for let alone the fact that it was unlawful. If conditions were such as to justify the removal of the tent then it should have been by recognized legal action.

The Chamber of Commerce would do well to put its "shoulder to the wheel" in the movement to extend the City Mail service on route one. This is a project that will add a permanent pay roll of at least \$2,000 a year and should not cost the town \$200 to get started. It is at least worth a little effort on the part of the Chamber.

What the Louisburg Chamber of Commerce should be mostly interested in is some enterprise that will produce a permanent and steady pay roll, and to promote, protect and encourage the pay rolls already in our midst. It's the permanent pay rolls that build a town. Look at Rocky Mount, Raleigh and other like cities that a few years ago were small towns.

The argument that if Louisburg opens Cedar Street through to Halifax road it will have to go to the expense to put in water, sewerage and lights, can be answered two ways. First, isn't it wise to offer some inducement to increase the population and taxable property of the town; and second, why is it the town has not put in these conveniences and necessities on other streets in town that have been here these many years.

"A bureaucracy, with its indirect control over legislators, its vast spending power, its access to the avenues of public opinion, its multitudinous means of rewarding and punishing, is the real threat to our democratic processes. Personalities will be important in this campaign, but government, not by the will of the governors but by the consent of the governed, will be the issue at stake. And, despite the growth of bureaucracy's power, the public is still free to make its choice." —Raymond Moley.

Why is it so many drivers who approach a traffic light at a street crossing allow their engine to come to a complete stop, and monopolizing all the time between light changes for them to clear, thereby blocking other drivers who wish to proceed. These happenings are often in Louisburg and many can be seen to drive up to a traffic light with the green Go signal in plain view and stop their car, causing them and others to lose the chance to pass before another light change. Lots of drivers need to learn the signals better and to observe them more cooperative to relieve inconvenience and traffic jam.

Marshal Petain's, of France, advice that the United States should begin to teach its citizens discipline to save them defeat in time of conflict is no doubt sound. It seems to us that if more stress was placed upon discipline through Military training, and less through regimentation of business, and organizations, the country would be a great deal better off and in a much safer shape to defend and protect itself, both forcibly and financially. The present attitude of the general public towards governmental interference with business is appalling.

Now that traffic is and has increased so much on the streets in Louisburg we would suggest to the "City Fathers" to widen Main Street about fifteen feet on each side of the Monument and lengthen the approaches to these drives thirty or forty feet on each side. At present with the addition of the twelve or more buses added to the ever increasing traffic and especially the transportation of the school children makes it very hazardous to pass through the present narrow and short curved drives around the Monument. There would hardly be any trouble getting the necessary right of way. The College authorities would no doubt cooperate and the town could easily use the space on the Graded School side. The TIMES is in position to say it would meet the happy approval of the State Highway Commission. Lets see if we can't relieve this danger point.

## Timely Farm Questions

Answered at State College

QUESTION: What is the most economical and satisfactory ration for swine?

ANSWER: There is no one best ration for it is possible to increase the net returns by selecting carefully each season the particular combination of feeds that will make a well balanced, efficient ration at the minimum cost. A more or less standard ration that produces good results consists of corn, tankage or fish meal, and a mineral mixture. This ration can often be made more economical by substituting a cheaper source of protein supplement for part of the tankage. Barley or wheat, when cheap enough, can also replace corn and 10 per cent of finely ground, bright green leafy legume hay added to the protein supplement will improve the ration if there is a Vitamin "A" deficiency.

QUESTION: What causes the milk from my cow to separate into three parts after it is churned—the clabber at the bottom, the water in the middle, and the cream on top with not much butter at all.

ANSWER: Such difficulty in handling milk often happens in extremely hot weather. It is usually no fault of the cow or her feed. If you will place the milk immediately after milking in the coldest water available and keep the milk and cream cold by changing the water occasionally, it should help to remedy this trouble. It is best not to place it in a refrigerator or ice box until after cooling the milk in water. It is also important to give the milk utensils an extra good scalding, using baking soda in the hot water, to kill bacteria in warm weather.

QUESTION: How can I "save" my hay if it happens to rain on it while in the field?

ANSWER: If rain falls on freshly cut hay, there will be lit-

tle damage, provided good curing weather follows. Half-cured or well-cured hay will be discolored, but will not mold if rain comes before it is raked up. The greatest damage is done to hay in the windrow, or in loose irregular piles. Such hay should be spread out as soon as the weather will permit. Well cocked hay will stand considerable rain; but should it be wet through, spread it out.

The quality of the 1940 crop of bread grains appears to be somewhat better than that of the 1939 crop, according to the U. S. Agricultural Marketing Service.

A United States cotton crop of 11,429,000 bales, of which North Carolina is expected to produce 588,000 bales, has been forecast by the U. S. Department of Agriculture.

**EYES**

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