

WE CAN HAVE TIRES

Babson Says Tire Policy Wrong

By ROGER W. BABSON
En Route to Washington, Feb. 20.—During the past two weeks, I have been making a careful study of the tire situation. I am convinced of two things:— (1) The American people can have tires if willing to go without certain other cotton and rubber products. (2) The American people are willing to go without almost anything if they can avoid putting up their cars.



BABSON

TRANSPORTATION IS FUNDAMENTAL

When Washington — on the spur of the moment — says we can't have any more tires for the duration, it is playing with a buzz saw. Transportation is fundamental. It always has existed and is more needed today than ever. Of course, much of it is unnecessary. We all can, and will, cut our mileage 30% to 40% or more. But we all want a car with tires, — capable of running if we need it. Furthermore, my guess is that — until Washington gives us time to build buggies and raise horses again — we are going to get tires.

Tires are made mainly of cotton with some rubber and a very little wire. Of cotton, we have a great surplus. By switching spindles from something else we are willing to give up, the fabric could easily be made. There is an enormous amount of wild rubber at the upper waters of the Amazon. It will be expensive to gather this; but it can be gathered and floated down on rafts to Para.

WHERE WE CAN GET RUBBER

This rubber can then be brought in sailing vessels and old steamers to Tampa, Mobile, New Orleans, and Texas, ports where the cotton is. Furthermore, these ports are near the naval stores and asphalt supplies which could be mixed with the pure rubber. Moreover, the South has a surplus of unemployed people who could make tires under proper supervision. In addition to the above, we have a great undeveloped field of "camelback" re-treading and capping rubber.

The above facts show that everything is available to make tires except the will, on the part of our Washington dictators to let us buy them. Moreover, the methods which I visualize will not in any way interfere with the waging of the war. We will get poorer tires and will need to pay more money for them; but these "ersatz" tires will enable us to use when necessary. This is a reasonable request.

IS WASHINGTON USING SENSE?

The American and Canadian people are willing to cut their driving 50%; they are willing to go without other cotton and rubber products in order to have tires. It especially "gets the goat" of American taxpayers to be told they can have no rubber and, when going to Washington, see these same dictators getting all the tires they want. The whole affair does not make sense. The present program is very unfair to all concerned.

WAR NEEDS SHOULD COME FIRST

This program does not in any way handicap our boys at the front or retard the making of airplanes, tanks, or any other necessary war supplies. We are willing to make all the sacrifices necessary; but we do claim that transportation is entirely different from many other things for which we spend money. In other words, while our Washington dictators are free to reserve the necessary cotton, rubber, asphalt, wire, and everything else needed to win the war, they should be willing to let us people decide what we make with the balance. We, and not the Washington dictators, should decide this latter question.

I have seen the American people in many panics. My first one was in 1893 when Washington thought we would all starve to death because we couldn't get gold even though the West was burning corn. The next was in 1907 when Washington thought we would be unable to ride on trains because of the railroad row between Hill and Harriman.

PANIC START IN WASHINGTON

Then I remember the panic of 1914 when Washington promised to keep us out of war if we would

only make certain sacrifices. But once again we were fooled. Then came the panic of 1929 when we were unnecessarily scared into throwing ten million innocent people out of work just because paper stock prices went off 50% or more. Now Washington is starting a panic on rubber and certain other things. Washington may be right this time, but I am determined not to get scared to death just because some young fellows down in Washington cry "Wolf, Wolf."

Let us remember "Pearl Harbor" and realize we must make sacrifices. Let us, however, remember the "Gold Scare" of 1893; the "Railroad Scare" of 1907; the "War Scare" of 1914-1918; and the "Wall Street Scare" of 1929. In each of these cases, if we had just used common sense and had gone about our business we would be infinitely better off today. Let us intelligently "stretch our rubber" to serve fairly all needs.

Needed Now

Atlanta, Ga., Feb. 16.—Since Hitler's blitzkrieg methods have proved that a war is won in direct ratio to the speed of an Army's wheels, the unwanted orphan of our Army after the last war has grown to its rightful place in the sun.

The Motor Transport Corps, as it was called in the days of World War I, was handed over to the Quartermaster Corps at the cessation of hostilities as a salvage and storage problem, for with our standing Army reduced to a little over 100,000 men, permanently established in comfortable posts throughout the nation, the problem of front line service of supply ceased, and the trucks were mainly used for utility purposes at the Army camps.

But came a new era—a new war—a different sort of war. Gone were the days of established front lines, gone were the permanent battlefields where enemy met enemy—the lightning thrust of the old time Cavalry had returned, but in a new and more deadly form. Tanks and armored cars spouted flame and steel moved at tremendous rates of speed. The problem of supply took on a new aspect. Troops must be supplied fast, for tomorrow they might be a hundred miles further away from railheads.

Quartermaster experts' pleas for faster and better mobile equipment before the present conflict have been answered because it is now apparent that we are to play a major part in the present war.

Today the Quartermaster Corps has a great deal of mobile equipment ready to roll, not only supply trucks, but mobile laundries, mobile kitchens, mobile automotive repair shops and the like.

And so, though becoming a part of the Quartermaster Corps in a more less accidental manner, Motor Transport is definitely where it belongs—swiftly moving supplies and men from bases to the ever-changing front lines of modern warfare.

A woman's fondest wish is to be weighed and found wanting.

To Relieve Misery of

COLDS

Take 666

LIQUID TABLETS, SALVE, NOSE DROPS

Louisburg Man Knew MacArthur

Attended West Point With Hero Of Philippine Islands

When M. S. Davis, architect and engineer of Louisburg, dropped in at the office of L. S. Inscoc, the conversation soon centered around the Pacific war area. Lieutenant Garland M. Inscoc of the Navy, now stationed on Midway Island, was a former employee of Mr. Davis, and General Douglas MacArthur, the hero of the Philippines, was a classmate of Mr. Davis at Highland Falls, New York, and also a classmate at the United States Military Academy at West Point, class of 1903.

Mr. Davis recalled a number of interesting facts about MacArthur. "I always thought of him as a born soldier," said Mr. Davis. "His father, General Arthur MacArthur, was a noted Indian fighter of the West. The son, Douglas, recalled that at about the age of four the post and house in which he and his mother lived were attacked by Indians, and he distinctly recalled the whiz of Indian arrows."

Mr. Davis also knew General MacArthur's mother, who lived at Highland Falls during the time that her son was in prep school there.—Nashville Graphic.

Interest in poultry production has hit a high peak among farm families of Cleveland County, reports L. E. Thornton, assistant farm agent of the N. C. State College Extension Service.

With tire rationing, the old gray mare is likely to be what she used to be.

Lots of people are afraid to go to the dentist because they have the nerve.

FOR SHERIFF



FRED C. RICHARDSON

I hereby offer myself a candidate for the office of Sheriff of Franklin County subject to the Democratic primary, May 30th, 1942. If nominated and elected I promise to serve as your law enforcement officer in as honorable manner as is humanly possible, to the best of my ability.

To those who may not know me personally I invite you to investigate through my neighbors with whom I have lived my life. I will appreciate your support and vote.

Yours for law enforcement,
FRED C. RICHARDSON.
2-20-42

OUR DEMOCRACY — by Mat



REALISM..
SELF-SACRIFICE..
COURAGE..
ACTION.

BEHAVIOR
PATTERN OF
GEORGE
WASHINGTON

BLUE PRINT
FOR ALL
AMERICANS
TODAY.

Jones County 4-H Club members are collecting scrap iron and paper, the proceeds from which they plan to buy defense stamps, reports Assistant Farm Agent Jack Kelley.

A summary of 1941 poultry records for Mitchell County shows that Mrs. C. S. Dale, of Spruce Pine, Route 1, had the highest return per bird after feed costs had been paid, \$3.26.

WHAT WE OWE TO GEORGE WASHINGTON

We owe it to GEORGE WASHINGTON and his men that this is a free land. For eight years they fought against heavy odds and not even Valley Forge could make them quit.

In the year 2042, and beyond, Americans are going to say that we saved for them the priceless gift that we got straight from GEORGE WASHINGTON. That is as it should be.

NO BUSINESS WILL BE TRANSACTED BY THIS BANK ON WASHINGTON'S BIRTHDAY, which will be observed as a Legal Holiday on MONDAY, FEBRUARY 23rd, 1942.

Citizens Bank & Trust Co.
HENDERSON, N. C.

BANKING — INSURANCE — TRUSTS
Member Federal Deposit Insurance Corporation

Moderate but definite improvements were apparent in the food situation of the United Kingdom from the spring of 1941 to the outbreak of war in the Pacific.

Tin used for packaging baking powder, beer, biscuits, cereals and flour, candy, chocolate and cocoa, coffee, dog food, petroleum products, and tobacco has been drastically curtailed.

The man who does not show up at his office until noon is either a Plutocrat or never will be one.

MAKE MONEY BY READING THE ADS

NORTH CAROLINA FACTS!

ALL THE CIGARETTE PAPER MADE IN THE AMERICAS IS PRODUCED NEAR BREVARD, N.C.



WITHIN 125 YARDS OF ABANDONED CAPE HATTERAS LIGHTHOUSE, N.C., LIE 15 OR MORE SHIP SKELETONS. HATTERAS WATERS ARE CALLED "THE GRAVEYARD OF THE ATLANTIC"

IN 1941, NORTH CAROLINA'S BEER INDUSTRY PAID \$2,111,000 IN TAXES TO THE STATE!



This Committee was formed in 1939 to help preserve the great benefits to North Carolina from the sale of legal beer. Our "Clean-up or Close-up" program is dedicated to weeding out those very few beer retailers who imagine they may disregard the law. The great majority of North Carolina's beer retailers are responsible, valuable citizens, whose places are a credit to their communities.

You can help your state and this program. Buy your beer, if you drink it, only in wholesome, law-abiding places.

BREWERS AND NORTH CAROLINA BEER DISTRIBUTORS COMMITTEE

Edgar H. Bain, State Director, Suite 813-817 Commercial Bldg. Raleigh

PUBLISHED IN COOPERATION WITH THE BREWING INDUSTRY FOUNDATION

EXTRA LOW PRICES FARMING TOOLS!

BRIDLES 98c up	SHOVELS 95c	TRACE CHAINS 95c
-------------------	----------------	---------------------

Plows and Casting - All Kinds

CARPENTERS TOOLS

HAMMERS	\$1.25
Good Quality	1
LOW PRICE	\$1.25
HAND SAWS	1

HENRY DISSTON SAWS \$3.50
CROSS CUT SAWS..... \$4.25

GOLE PLANTERS & DISTRIBUTORS

PAINTS - OIL - Etc.

READY - MIXED PAINT \$1.50 Gal up
BLACK ROOF PAINT 50c Gal.

FURNITURE and STOVES

COOKING RANGES \$24.95 up
3 PC. BED ROOM SUITES \$44.95 up
9 x 12 LINOLEUM RUGS \$3.69 up
3 PC. LIVING ROOM SUITES .. \$35.00 up

-- BUY DEFENSE BONDS --

H. C. TAYLOR

Hardware & Furniture

Phone 423-1

Louisburg, N. C.

Our Buyer Mr. A. Tonkel Is In The Northern Markets

PURCHASING THE NEWEST SPRING STYLES AND FABRICS IN LADIES' READY-TO-WEAR

Come in for a complete selection for your Spring Outfit.

TONKEL'S DEPT. STORE

Then I remember the panic of 1914 when Washington promised to keep us out of war if we would