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INDEPENDENT IN POLITICS

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MONDAY, JUNE 28, 1943



Softball For Boys

There are few, if any, projects which have more possibilities for civic betterment than the proposed organization for softball among the boys of the Wilkesboros.

Many, of course, will say that boys should be at work now and that they do not have time to play ball.

But we point out that boys will be boys and that no matter how urgent the duties may be, they will not work all the time. They must have recreation.

Shall we not provide recreation for them, let them loaf in gangs and get into mischief which leads to crime, or shall we as citizens provide the proper kind of recreation, the kind which builds character?

That is the question; the men of the various churches who are to supervise softball play among boys are to be congratulated for answering the question properly.

We are glad that they have attached no strings to the rules of eligibility. Any boys may play, regardless of their status in churches or Sunday schools.

Christ said "go ye out into the highways and hedges". The Master did not say just to do something for those already in the church.

Unanimity of Purpose

At a meeting of the Society of Automotive Engineers in Detroit, Rear Admiral Ralph E. Davison of the Navy's Bureau of Aeronautics painted a picture of the American industry which is doing the war job that is so bewildering to the Axis.

He described the production of the Navy's Wildcat fighters and Avenger torpedo bombers, which contained 40,000 parts, each of which had to meet rigid standards of weight and quality. Yet in spite of the fact that they were made in different plants, the planes were exact duplicates, with all parts interchangeable.

Admiral Davison praised the automotive industry's willingness to transform its operations to large-scale manufacturing of planes, to apply new methods, and to exchange technical data.

It is this unanimity of purpose which has made staggering amounts of large scale production possible. Like the battlefield, the engineering and production-front has changed from a defensive to an offensive position.

As President Mac Short of the Society said at the meeting, industry "lost the battle of words on the conversion to war production. It is winning on the basis of action. Schedules are being met or exceeded, and we are settling the question of whose equipment is best."

Wanted—Freedom to Make Job

Calling attention to the concern of our fighting men for the conditions that will confront them when they return from the wars, a prominent industrialist recently made this statement:

"It is already obvious," he said, "that when peace comes the nation will have more trained workers than ever before. This will not necessarily mean that the home-coming soldiers will oust millions of willing workers. If industry is permitted to grow and expand in the American way, and to attempt to make and to distribute and sell all the things that the people will want, there will be work not only for the people who are presently employed but also for the men who will be coming back."

After July 1, luggage will be made in seven basic types and will be drastically limited in size and design.

A Wartime Plague

Into the picture of America at war, on the battlefield, in the factory, and on the home front, has crept a new practice, the very name of which has been foreign to our vocabulary.

Blackmarkets are a disgraceful adjunct to America's wartime economy. The buying and selling of foodstuffs and other rationed goods for higher than ceiling prices, and the securing of these products through illegal means, all are part of this vicious game.

Every storekeeper who sells his goods without demanding ration points, who sells "special" things which he could not himself buy through regular channels, is patronizing the blackmarket, and putting the customers who buy from him in the same class.

It is the duty of every patriotic American with friends and relatives at the fronts, to stamp out blackmarkets by refusing to patronize them directly or indirectly. Blackmarkets are the manifestation of individual selfishness, and refusal to make necessary sacrifices.

If the armed forces can do without comforts, if industry can work night and day, the rest of us can do with a little less now, so everyone will have more later.

The Doctor Goes Aloft—

A few years ago the dreams of men who proposed four-hundred-mile-an-hour combat planes which functioned efficiently at 40,000 feet, would have been scoffed at as impossible. Even if the planes were devised capable of such performance, what of the human element? It was thought no person could stand the strain. No person could, then. But medical science managed to keep abreast of aircraft development. Planes and men fight today in the stratosphere at earsplitting speeds. They fight at altitudes where the air is so rare exposure means death in a matter of seconds.

It was recently pointed out in Hygeia that, "An airman—this applies to men on the ground staff as much as to flying crews—who is obviously suffering from strain finds in the medical officer a personal friend anxious to assist him in every respect. The doctor usually knows most of the flying men of his squadron by name. By studying their records, documents and flying logs, he can always keep himself informed of their progress."

It is no idle assertion that modern airpower is depending upon modern medicine.

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Cpl. Nichols said Cpl. Maurice Marlow, Pfc. Max Kilby, Cpl. Clarence Call, who was wounded and recovered, Pfc. Bruce Cockerham and Cpl. Vester Dancy from Wilkes are among his associates on the other side of the world. He also said tell his friends who had written him that he would write soon as possible.

Cpl. Nichols said he and the other Wilkes boys are having a grand time, whatever that means.

Questions - Answers

QUESTION—When should I cut my alfalfa hay?
ANSWER—Experiments show that alfalfa hay cut in the early bloom stage produced 23 percent more pounds of field cured hay per acre than when cut at the full bloom stage. The early bloom hay yielded 1,427 pounds of crude protein per acre as compared with 977 pounds at the full bloom stage. A large percentage of the hay in North Carolina is cut at too little a stage of growth to make the best hay.

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While thinking back across the years Of battles fought and victories won, There's no regret nor bitter tears For all the good that we have done; But much of right and good we learned That's helped us keep the Golden Rule, And truth for which we sought and yearned, We found it in the Sunday school.

Our godly teacher taught us right, And prayed that we might nobly live, And truly walk in Bible light, And of our best to others give; Therefore the deep impressions made Upon our minds in youthful days Have in our hearts and spirits stayed And kept us from the evil ways.

The Bible stories of the great, The good, the noble and the brave, Have helped us love the truth, and hate The ways of evil that enslave; And thus we found life's better way Revealed to us in Sunday school, And so we thank our God today We shunned the pathway of the fool.

We recommend the Sunday school. To every age and every class, Who want to find a way and rule By which to climb above the mass Of those who walk the paths of sin And desecrate God's holy day, Who have no aim by which to win, But seem content, though down, to stay.

What Sunday school, in years gone by, Has done to save from sin and crime, Will do today for those who try, If they desire a life sublime, And want to reach the glory land, With life eternal for the soul, Where they may join the heavenly band And sing and shout while ages roll.

ABNORMAL ABSURDITIES

By
DWIGHT NICHOLS
et al

PROMOTING THINGS—
One of our over-capacity readers has suggested that this column have a policy, that it say what (if anything) its author thinks. He said further that we should get things done.

Come to think of it, maybe we have been wasting time and space. Hereafter we shall advocate certain things and when we see them pan out we'll pat ourselves on the back until we raise blisters, or something.

We're going to start off with something easy.

Let it be understood that this column is going on record for the run rising each morning and setting each evening. We're dedicating our efforts to that program, and if it pans out that way we'll do some of the greatest pointing with pride to our achievements that you ever saw.

And we are also going on record here now for a change in the weather along about September, and if we get it, we'll do some more pointing with pride to the results of our efforts.

And we are in favor of driving the axis troops out of Africa. It doesn't matter to us that what we now favor was accomplished several weeks ago, we're still "fer it."

Don't forget what we are standing for and advocating, and don't forget to give us credit when what we stand for happens.

If you got anything you want accomplished, just call around and get the unqualified and unparalleled support of Abnormal Absurdities.

SO SORRY—
Ruth rode on my motor-bike, Directly back of me; I hit a bump at sixty-five, And rode on ruthlessly.

CPL. NICHOLS WRITES—
Just had a letter from Cpl. W. Arthur Nichols, who is resting up from the Solomon campaign at some undisclosed South Pacific base.

In the letter he enclosed two pieces of Jap money, minus of explanation of where he got it, but we have a pretty good idea that its former owner lies in Guadalcanal.

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Drive Carefully, Save Children

Chicago. — "If every motorist would be educated to drive along city streets as carefully as he would if his own children were playing in the roadway ahead, many school-age children so vital to the nation's future would be spared this summer," it is pointed out by James S. Kemper, Chicago, nationally known safety leader and president of Lumbermen Mutual Casualty Company.

"The close of school each year enables children to spend more time at play, increasing their exposure to motor vehicle accidents," Mr. Kemper pointed out. "During 1942 approximately 3160 children were killed in automobile accidents, and this year the danger will be multiplied by a number of factors brought on by war conditions."

"The increasing number of mothers engaging in war work adds to the seriousness of the situation. Many more children are 'on their own' during a large part of their waking hours as a result of both parents working. It is estimated that women are being added to employment rolls at the rate of 400,000 to 600,000 monthly and that by the end of 1943 there will be 50 per cent more women employed than during the summer of 1941. Many of these new workers are mothers whose absence from home gives children more freedom — less supervision and they are consequently more exposed to the hazard of motor vehicle accidents."

Mr. Kemper pointed out that strict parental supervision is now highly important in child safety, as indicated by the fact that the percentage of reduction in fatal accidents involving children up to five years of age was only 11 per cent in 1942 as compared with an over-all reduction of 30 per cent. Nursery schools to care for children while mothers are at work are being organized by Civilian Defense Councils and other groups as rapidly as trained personnel can be made available. As yet, however, there are not enough of these schools to take care of current needs.

Increases in the national birth rate in recent years have added a great many small children to our population. It is this group which is most susceptible to automobile accidents. This summer many of them will be old enough to play in the yard and on the sidewalk invitingly near the street. These small children cannot be expected to assume all the responsibility, and the increased number of them puts additional responsibility for safe driving squarely on the shoulders of the driver.

"Keep in mind," Mr. Kemper said, "that a parked car may have a child behind it. A rubber ball does not cross the street only at intersections, and a child will follow it wherever it goes. A child killed as a result of your carelessness will cause you a life time of regret. As you drive along the street, particularly in residential sections, be alert and careful—just as careful as you would be if you knew that your own youngster were playing near the sidewalk or in the street ahead."

British railways are consuming 13 per cent more coal than before the war.

Revenue Levy Misses Goal

Washington, June 27. — The Treasury has abandoned hopes of getting \$30,000,000,000 in additional taxes during the next fiscal year and is now aiming at a goal of \$22,000,000,000.

Secretary Morgenthau acknowledged today there is no chance of Congress enacting a tax bill that would yield the higher sum within the fiscal year limits.

The secretary said he agreed with congressional sentiment that no new taxes should be levied on 1943 incomes and concurred with statements that any levies which

1944, would nearly yield \$30,000,000,000 by the end of the fiscal year the following June 30. Meanwhile, the House Ways and Means committee failed to agree on the time to begin consideration of the new tax bill, although Morgenthau told reporters his tax experts are already working with the joint congressional tax committee on recommendations for new levies.

Morgenthau told his press conference the Treasury's aim is to finance half the cost of the war out of revenues. With present war costs running about \$100,000,000,000 a year and revenues estimated to bring in about \$38,000,000,000, that would leave \$62,000,000,000 to be raised by additional taxes, he said.

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