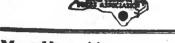
## Playing With Fire-

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#### **Must Have Airport**

Capt. Richard Johnston. Friday evening told the North Wilkesboro Lions Club to get to work for an airport for North Wilkesboro.

Capt. Johnston, who had never dreamed three years ago that he would be a flyer, told the club that air travel will be the mode of travel and transportation after the war.

And towns that do not have an airport will find themselves off the map.

He suggested that inquiries be made at once as to the possibility of federal aid for construction of an airport.

Readers of these columns will remember that we have brought this subject before the people with the same kind of argument.

But now we have the word of a man who has seen much of the world during the past year. We can and should have the utmost respect for Capt. Johnston's judgment when he says that towns without airports will be off the map.

After the war planes will be used for rapid transportation of products to market as well as for passenger travel.

We don't want to be left out in the cold in transportation progress.

And in order that we may not be on the outside looking in we must get an airport. --V-

### **Ten Minutes Before Midnight**

Charles T. Lucey, staff writer for the New York Telegram, in describing a ride in a cab of a transcontinental freight locomotive has painted in words a picture of war-time railroading that hits the imagination with thundering power. "It was 10 minutes short of midnight when the arc of the brakeman's lantern, a curving pinpoint of a light more than a half-mile back. gave the highball signal . . . Slowly the throttle eased back. Thousands of horsepower throbbed in steel casings.

"With a barely perceptible start, 7.-000,000 pounds of war cargo was rolling. The moon was brilliantly full . . . The big train picked its way through a labyrinth of switches like an elephant walking a tightrope . . .

"To the men in the engine cab, there was nothing dramatic about it. The man at the throttle lighted a cigar; his fireman looked back over the crawling train. Here was stuff that in a few days would be feeding into Pacific Coast airplane plants and shipyards, and a little later headed out across the ocean to American men waiting for the weapons of war. "Eight miles out and the lights of the first opposing train showed . . . still miles from where we were. In a couple of minutes the engines were racing toward each other-on the same track, it seems. The searchlight came straight at us, a giant tracer bullet in the night. The engineer's face was set, and none in the cab spoke. Just as it seemed sure to meet us, it roared past on another track.' More than a hundred miles later the steel monster came to rest for a moment and the dazed observer climbed down to record an experience that few people will ever enjoy. He had seen a single train with millions of pounds of priceless war materials snaked through mile-and-a-half high passes. He had witnessed the expert touch of the engineer's hand on throttle and brake that nursed those millions of pounds up and down long punishing grades where a miscalculation in speed meant tragedy.

The coal miners have agreed to work until next October with proviso that mines remain under government jurisdiction. They appear to fiel that a state of socialism in the coal industry bereft of wage negotiations, is preferable to the bargaining processes between employer and employe inherent under the American system of

Commenting on such "arrangements," the Saturday Evening Post observes: "Up to now, the only means of enforcement considered available when a strike menaces war production, is to seize the factory or the mine in which a strike is threatened. In other words, we meet the situation, not by punishing the individual who refused to arbitrate or negotiate and ordered the strike, but by taking over the property of his employer who may have obeyed all 'directives', agreed to every proposal to negotiate and conduct himself in a generally responsible manner. The result, if logic guided all such transactions, would be that the communists, who want the government to seize industry, could attain their heart's desire simply by fomenting enough strikes!"

Blame for interrupted coal production rests on the Federal government. Until onesided legislation such as the Wagner Act is corrected, giving both employer and employe equal rights; until the present administration abandons expediency and favoritism in labor matters; until top officials in the Federal government stop putting political careers ahead of country, injustice and the trend toward socialism will continue. And as socialism broadens its grip, labor unions march toward oblivion, as in dictator nations where state socialism has displaced both labor unions and private enterprise. The miners are playing with fire when they promote destruction of ownership and opevation of private enterprise.

**DLIFE'S BETTER WAY** 

WALTER E. ISENHOUR

Hiddenite, N. C.

LAZINESS

profess Christianity, and really have the

blessing, are up and doing. They are ac-

tive, prayerful, wide-awake, studious,

working people. When I see those who

say they are following Christ, and that He

is their Savior, sanctifier and keeper, who

are trifling, lazy, and sometimes dirty and

nasty, I know there is something tremen-

dously wrong in their lives, and a deep

need of Holy Ghost salvation. God never

saves men for them to become drones. If

they are drones when He saves them from

their sins, they are likewise saved from

Lazy Christians? Just about as well

look for truthful liars and honest rogues

God saves men from laziness just as He

saves them from lying, drinking, cheating,

cursing, committing adultry, etc. Chris-

tianity and laziness don't go together.

Laziness belongs to sin and the devil.

When men say they are Christians and are

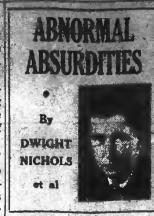
too lazy to go to church and Sunday

school on Sunday morning, but lie around

all day and neglect the assemblying of

laziness.

Laziness is not godliness. People who



FIRST HAND REPORT-Somewhere on the county home farm, Aug. 6 (delayed) .- This col-B. hut.

For some time we had heard reports that the road was bad, but yours truly. holes in the road. Now we know. centages increases were Arizona

We are in one now. ing along the road to see if the 2.4; and Michigan 0.4 per cent. road was bad. This hole is so deep that we do loser, the bureau reported, with a road was bad.

water in the car's radiator. Why, this hole is so deep that Why, this hole is so deep that United States. We are so close to China that we can hear exploding thells out on the that the the source to shells and cries of Chinese tortured by Japs.

Any minute we expect a shell to hit directly over us and open our way into the Orient. Yes, this road is bad.

But don't anybody try to make political issue out of it.

The road couldn't have got this bad during the present county administration, or the one or two administrations which preceded it. SOLVE THIS PROBLEM-

As you very well know, this col-umn has a capacity of twelve readers. That is all we can write for. When and if this number gets over 12, we have to shoot the tras to get the number back down to the limited capacity.

And as we have stated before, the readers will be shot in 1-2-3 order. The first reader is the writer, the second the linotype operator. the third the proofreader, and on down the line through the faithful 12.

But we had a new and perplexmg problem. Yesterday a man said: "You now have 12½ readers . . . what are you going to do about that?" Only thing we know to do is to

shot. But don't tell John Walker. PERHAPS-

they doing?"

American: "They're dancing." Englishman: "They get marrie?" later, don't they?"

MORE POETRY-Father Hubbard went to the cupboard

To get himself a drink: But when he got there

The cuphoard was bare So he took a drink in the sink

WUSSER-

themselves with the people of God, I know Lawyer: "You mean to imply they are lacking in their souls. And when that Mandy then cut his a men profess to be Christians and are too quaintance?" Witness: "Wusser dan das

# IN POPULATION

Washington, Despite a record of rate, the civilian population of the United States declined 3,-100,000 between April 1, 1940, and the hast March 1, the Osciale Durgent reverse.

services at a rate far autatripping Specialist at State Collars, batural increases, the burean He advices that the po

said. Discussing population shifts or-casioned by the war, it mored that, of the four geographical areas, only the West showed a gain during the 35-month period; although 12 st tes and the District of Co. lumbia reported increases.

farm, Aug. 6 (delayed).—Inis con-umn is coming to you dozen read-ers by remote facilities from the bottom of a hole in the road from the county home to the county T. vices, the bureau said, although Northeastern, north central and southern states lost an aggregate soybeaus left in the field. their net loss in civilian popula-

tion was only 2.700.000. The District of Columbia rewe like to investigate things first ported the largest population in hand. No second hand reports for crease 27.5 per cent, while Nevada led the states showing gains We had heard that there were with 22.4 per cent. Other per-

15.5; Florida and Maryland 8.8 And we expect to stay in this each; California 7.7; Washington hole in the road. Our car, Calam- 7.2; Utah 6.2; Oregon 4.9; Virgin-ity III, fell in while we were driv-ia 4.7; Connecticut 2.7; Deleware

not expect any searching party to drop of 650,000, or 4.9 per cent find us. Already we have taken of its clvillan population, al stock of emergency rations, and though South Dakota's 105,000 decline represented the largest



tons of turnips per acre to take the place of silage in the winter feeding of their cows, says John A. Arey, Extension Dairyman at State College.

· According to Arey, the feeding of 20 to 30 pounds of turnips per head daily will materially increase the milk production of dairy animals.

He recommends that the turnips be seeded early in August on low, fertile land which has received a good coating of manure and 600 to 800 pounds of a complete, high grade fertilizer. The purple top or Pommeranian white globe are two good varieties to plant.

Turnips and other root crops, Fre slightly laxative and tend to keep the cow's digestive tract in good condition, thereby enabling her to get more out of the other

feeds which she consumes. The tops of the turning should be removed in harvesting and the crop stored in a cellar or hilled as with sweet potatoes. Before have one of the readers half shot. feeding them, the turnips should And since we begin with num- be cut into small pieces with a per one, which is the writer, that spade to prevent the cows from means we are going to get half-, choking on the whole root. The turnips should be fed after milking and not before. If they are

fed before milking, a flavor of the Englishman: "I say, what are turnips will be found in the milk.

of where you drive ....



100,000 between April 1, 1940. Set to hops between approximation and the bast Marchine 1, 1940. Set to hops between approximation of advantages to hop of the bast Marchine 1, the Omname of April 2, 1940. Set to hops the bast Marchine 1, the Omname of April 2, 1940. Set to hops the bast Marchine 1, the Omname of April 2, 1940. Set to hops the bast of the bast Marchine 1, the Omname of April 2, 1940. Set to hops the bast of the base of

Buy War Bonds and Stamps He advises that the potatoes should be cooked before that are ied to the hogs and that they should compose about half the ration, with the other half of the DEPENDABLE POWER ration being the mual grain, pro-tein supplement, and mineral mix-Not only should potatoes be fed but also all other watse

ture

Entire Satisfaction .... Vestal warned that decaying or BRIER CREEK BURR musty soybeans and peanuts can cause digestive troubles 'and that AND ROLLER MILLS hogs should be removed from the On U. S. Highway 421 fields in the late fall when the

ly resultances the use of cull west positions in hog fielding. He

Modern Mill Service





SERVICE ALL MAKES

**Gaddy Motor Company** 

North Wilkesboro, N. C.

OF CARS AND TRUCKS

No, few of ne will ever ride in the cab of a lacomotive. But the word pisture of the reilroads at work, recorded by one man who did, should help us all to grasp the ture of present-day railroading.

lazy to build churches and parsonages; and lazy to build churches and parsonages; and 'sub! She cut his throat." too stingy to support the Gospel, and to FAST WORK-

send missionaries forth throughout the earth to win souls to Christ, and enlighten

the heathen, but let churches rot down around them, even the church where they

hold their membership; and are too lazy, careless and unconcerned to attend prayer fishing pole dangling over a flowmeetings and revivals, and to speak to people about their lost souls, I know they asked "How many have you al-

need to repent before God, get forgive- ready caught? ness, get salvation, and then go forth as active workers for God and supporters of

the blessed Gospel. Amen. Chrisianity puts a go in a man's soul instead of laziness home a pair of his wife's shoed and sluggishness. It wakes him up, cleans which he had gotten from the him up, and sends him forth as an honest, conscientious faithful worker for the Lord.

Great men, good men, benevolent men. noble, godly and worthwhile men are nev- bus watched him closely and said er lazy. Greatness, goodness and success- as he got out, "Not going to le" fulness is never associated with laziness. Laziness is not in a Christian's program, THAT CLEARS IT UP neither it is in a successful business man's "please, I want some powder for program. Laziness and failure go togeth- 'my sister" er. Work and success go together. Multitudes of people are absolutely too lazy to succeed. "Go to the ant, thou sluggard; that goes on with a puff". consider her ways, and be wise." (Prov. 6:6), No one can afford to be lazy in a world where there is so much to be done that is good and worth while, and when that is good and worth while, and when millions are going to hell. Life's better way is that of work, labor, prayer and honest toil at things good and worth while.

"Bill shouldn't have married Irene. In six months' time she's made him a pruper." "Wow! Is it a hoy or girl?"

THEY'RE BITING An asylum inmate sat with his pathy and wishing to be pleasant

"You're the tenth today", was the answer.

#### ONE WAY

A dignified Briton was taking shoemaker after they had been repaired. No box or paper was, of course, supplied, so he, slightly embarrassed, was carrying ther loose. A man opposite him in \*\* her gad about, eh, guv'nor?"

Small Boy (in druggist's shop); Chemiat (jokingly): "Something

that goes off with a bang?" "No, somethin

GOT WRONG ARTICLE Sunday School Teacher: "Why | am surprised, to hear Robert, I you say that you don't believe our

And there's a Chevrolet dealer nearby to serve you! . . . See him regularly and keep your car or truck serving for Victory.