

LYNN NISBET:

Around Capitol Square

STEEL — Everybody has heard about the war demands for steel interfering with civilian building programs. State officials have been writing and telephoning and visiting Washington seeking to get allocations of steel to complete jobs

already planned, some of them under construction. The situation is graphically illustrated by report from the highway department, one of the biggest users of steel. Last year the highway folks used, mostly on bridges, an estimated twenty-five thousand tons of steel, an average of a little over 6,000 tons a quarter. For the final quarter in 1951 the allotment was 5,247 tons. For all of 1952 the tentative allotment, subject to reduction without advance notice is 7,720 tons. That is about 30% of last year's use, and highway officials are expecting further cuts to make the total availability 25% or less of last year's use. Tentative allotments and anticipated reductions in delivery for other than highway purposes cut the percentage even lower.

BUILDINGS — Bridges are important, but the steel shortage is cutting down on school buildings, hospitals and churches to such extent those interested in these projects are really worried. That is probably why Dr. Henry Jordan has had such gratifying responses to his recent appeal for all state and public agencies and institutions to collect scrap metal, which is a vital component of steel.

SCRAP — About two weeks ago national defense production authorities appealed to Governor Scott and all other state governors to help collect scrap metal in order to

boost production of steel for national defense. Governor Scott passed the job along to Dr. Jordan, who promptly wrote all heads of state departments and institutions asking that they designate some person in their respective organizations to supervise the collection of scrap metal on their premises. Because Dr. Jordan is chairman of the highway commission, instructions in some quarters were that he wanted the scrap metal in order to help get steel for bridges.

PROCEDURE — Actually, the whole program is primarily designed to provide steel for defense needs, but the more steel there is, the better chance bridges, hospitals and schools have to get some of it. Procedure outlined by Chairman Jordan for the state agencies is simple: Appoint somebody to supervise collection of scrap; gather it into as few and as large piles as possible; notify the state division of purchase and contract, which will sell the scrap on bids, and turn over the check to the agency or institution, furnishing the scrap metal. The purchaser of the "junk" will ship it into channels of steel production, presumably getting a reasonable profit for his efforts. End result is the defense effort will get more steel because the steel mills get more metal scrap; the institutions providing the scrap will get cash for junk; the middleman will make a profit upon which he will pay taxes to help the government pay for the war machinery manufactured out of the steel made possible by the scrap metal collection. Looks like the kind of deal where nobody can lose, but everybody will benefit by salvaging what otherwise would be utterly wasted.

GENERAL — The scrap metal salvage campaign is not limited to state departments, although it seems better organized in that area. Many civic clubs throughout North Carolina and the whole nation are operating drives of their own for metal, paper, old clothes—and what have you. Civil Defense Director E. Z. Jones said Monday his department is co-operating in all these drives and local defense groups have been asked to lend all assistance possible. During World War II the various scrap drives were handled through the office of civilian defense, and there are still memories of unsightly piles of aluminum lying for months on public squares, as well as other emotional efforts of the people going to naught for lack of complete co-ordination in the program. Everybody connected with the program this time hopes there will not be repetition of those conditions—but that the scrap will be turned in.

SCHOOLS — When North Carolina as a state assumed responsibility for operation of the public school system, it was said that while this method imposed a large burden upon the state it would relieve counties and municipalities

Southeastern Con. Is Planning De-emphasis

ATLANTA, Ga. — A big battle shaped up today over the question of de-emphasis of athletics in the Southeastern Conference. Tulane president Rufus Harris touched it off when he set forth an eight-point program which he asked the league to adopt when it next meets Dec. 13-14. It calls for fewer athletic scholarships, curtailment of recruiting, a 30-day limit on spring football practice, a limit on the coaching staffs and the traveling squads, obedience to NCAA bowl regulations and elimination of the two-platoon system and the physical education degree.

It was recalled that Blake Van Leer, president of Georgia Tech, and H. C. Adair, president of the University of Georgia, outlined a plan similar to the Tulane proposals several months ago. The Georgia Board of Regents, in effect, wiped out the prospects of such a program by voting to name

a committee to "study" subsidization with coaches and athletic directors. The issue of de-emphasis is only a part of the Harris proposal. He points out flatly that football is a platoon system and cutting down on scouting and the coaching staffs are based on the high cost of modern football.

to like extent. In recent years the public schools have received between seventy and eighty cents of every tax dollar collected by the state. Analysis of the distribution of county taxes paid by resident of Raleigh townships shows that a similar proportion of local levies also go to the schools.

BREAKDOWN — The total rate paid by Raleigh township citizens in county ad valorem taxes is \$1.00 on the \$100 valuation. Of that amount eighty-two cents or almost 82% goes to public schools. The distribution is as follows: General county fund 15c; health and welfare 10c; county debt service 1c; county road debt service 2c; county school debt service 5c; school current expense 12c; school capital outlay 3c. That is a total of 60 cents for the county, of which 52 cents is paid for public schools. In addition, there is a Raleigh township special school levy of 30c, bringing the total to \$1.10 of which 82c is for schools.

ROADS — So of all the county and township taxes paid about the same proportion goes to schools of all state taxes paid. The Wake county tax receipt shows up another fallacy in common argument about the state having taken over the entire burden of public roads. Many other counties had larger local bonded debts for roads and bridges prior to state assumption, and in many of them the current levy for road debt service is larger. In Wake county two cents out of every tax dollar paid is dedicated to old road debt service.

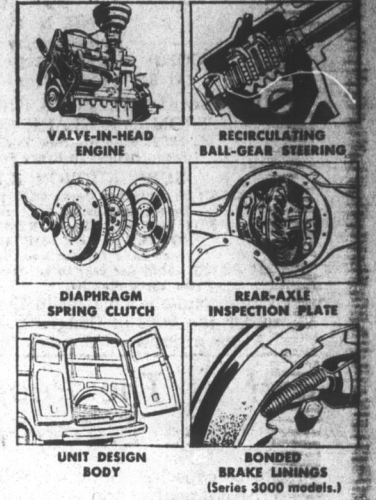
CONTROL — What happened some twenty years ago was that the State took over control of school and road administration, but did not take over responsibility for paying the bills.

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650-16 4 Ply	21.25	20.50
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700-15 4 Ply	24.25	23.50
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760-15 4 Ply	24.00	23.25
800-15 4 Ply	26.00	25.25
820-15 4 Ply	27.25	26.50

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Blackwalls	Sale Price	2 or More Price
550-17 4 Ply	\$16.00	\$14.00
550-18 4 Ply	15.50	14.25
500-19 4 Ply	14.75	13.50
450-21 4 Ply	14.75	13.50

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650-16 8 Ply	28.50	27.25
700-16 8 Ply	32.50	31.00
750-16 8 Ply	38.00	37.25
750-16 8 Ply	43.25	41.25
700-17 8 Ply	40.50	38.50
700-17 8 Ply	44.75	42.50
750-17 8 Ply	52.75	50.25
700-18 8 Ply	45.50	43.25
700-20 8 Ply	46.25	44.00
700-20 10 Ply	59.75	58.75
750-20 8 Ply	59.50	58.50
750-20 10 Ply	71.00	67.50
825-20 10 Ply	84.25	80.25
900-20 10 Ply	105.00	94.50
1000-20 12 Ply	132.00	118.00
1000-22 12 Ply	139.00	125.10

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9-24 4 Ply	\$42.50	\$40.25
10-24 4 Ply	50.75	48.25
11-24 4 Ply	61.00	58.00
10-28 4 Ply	58.00	55.25
11-28 4 Ply	66.50	63.25
12-28 4 Ply	74.00	70.25
13-28 4 Ply	85.00	80.75
9-32 4 Ply	51.75	49.25
10-34 4 Ply	68.50	65.00
10-36 4 Ply	70.50	67.00
11-36 4 Ply	66.00	62.00
12-36 6 Ply	88.25	84.00
10-38 4 Ply	74.50	70.75
11-38 4 Ply	85.00	80.75
11-38 6 Ply	97.25	92.50
12-38 4 Ply	89.50	85.00
12-38 6 Ply	104.75	99.50
13-38 6 Ply	118.75	112.75

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TRACTOR AND IMPLEMENT TUBES

PURCHASED WITH TIRES REDUCED 30 PER CENT

Group	Type	30	30.75	21.53	17.25
Group 2F	120RHF	18	22.55	16.91	13.75
	160WZF	36	33.10	21.52	17.25
	100R2L	30	26.35	18.45	14.75
Group 2L	100W2L	34	22.95	18.07	13.00
	90W2L	18	19.10	14.33	11.50
	125R3	23	33.85	24.70	19.00

TRACTOR BATTERIES

Type	24	23.95	14.77	11.50
FT-1	24	31.40	21.98	17.75
FT-2	24	34.10	23.87	19.25
FT-4	24	36.95	25.87	20.75

TRACTOR FRONTS

	Sale Price	2 or More Price
400-12 4 Ply	\$11.00	\$10.25
400-15 4 Ply	12.75	12.00
400-19 4 Ply	14.75	14.00
500-15 4 Ply	14.75	14.00
550-16 4 Ply	16.25	15.25
600-16 4 Ply	18.00	17.00
650-18 6 Ply	25.00	23.50
750-18 6 Ply	37.50	35.25

IMPLEMENT

	Sale Price	2 or More Price
400-5 4 Ply	\$ 9.50	\$ 9.00
400-12 4 Ply	11.50	10.75
400-15 4 Ply	13.00	12.25
500-16 4 Ply	14.25	13.50
600-16 4 Ply	16.25	15.25
650-18 4 Ply	17.75	16.75
650-18 6 Ply	23.00	21.50