

# WASHINGTON LETTER

Washington, December 8.—Even the most astute political analysts are not sure of the present extra session of Congress will accomplish before adjourning for the Christmas holidays. Out of the welter of opinions as to objectives and methods, there emerges the reasonably clear observation that the current scene is largely sound and sane as incidental music to futile gestures. Frustration seems to follow all attempts of the political cooks to prepare a palatable panacea for the business recession. Though there is a general recognition that the Federal government must do something soon to divert the tide of fretful unrest, the lawmakers and the administrative agencies are torn by irresolution. The spectacle at Capitol Hill reveals that the titular leaders do not possess the power to bring order out of the chaos, which has marked all meetings since the legislative body was convened November 15. Veteran politicians attribute the confusion to glory-hunting or factions working at cross-purposes in a drive for popular favor. Evidently, the inactivity of the political tribesmen represents something in the nature of a struggle between revised government policies and what is expected from a partisan point of view.

The bickering hostility between the White House and the Congress over ways and means of warding off a depression is not calculated to have an inspiring influence on business men's confidence. A discordant note is sounded as the solons openly accuse the President of dumping a bag of political tricks before he left for a vacation. They have in mind his recommendations for balancing the budget, which carried to a logical conclusion, would make them scape-goats at the next election. The idea of reducing expenditures for highways is considered typical. The legislators protest that Mr. Roosevelt has placed them in an untenable position for the existing law leaves no loop-hole. The allocation of 244 millions of Federal road funds on January 1, is mandatory and the waiting crew insist the Chief Executive knew from the outset that his economy measure was impracticable. However, the seemingly innocent proposal left the Congress, and not Mr. Roosevelt, on the defensive in any explanation to the public for failure to economize in public expenditures.

On the plea that the time is too short to permit a practical revision of revenue laws, the House Ways and Means Committee will do nothing more than continue its study at this session. Appeals for quick relief from a few of the many taxes now burdening business have so far fallen on deaf ears. They say it is not that the solons are lacking in sympathy or blind to the needs of the situation, but claim time is required in the complicated work of reform. Firm in their conviction that Congress could pass a resolution within a few days postponing the compilation of tax returns for 60 or 90 days (until the tax relief bill could be made to apply to the calendar year of 1937), certain groups at the Capitol advocate an emergency resolution. Unless the President supports it the proposal is nothing more than a wish. Plans of a Constitutional amendment to eliminate tax-exempt securities are not worth consideration. State, county and municipal authorities have a persuasive way to protect one means of public financing. A general sales tax is not popular.

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Sat-Sun., December 15-16  
"IT'S ALL YOURS"  
Francis Lederer, Madeline Carroll, Grace Bradley  
and "Heid In The Shies"

The petition by which 218 House members circumvented the parliamentary blockade of the wage and hour bill by the Federal Committee did not ease the situation. Instead the action brought an avalanche of protests and suggestions for amendments, which has the Capitol Hill boys walking on red coals. The debate, which opens December 13, is expected to bring a cross-fire of section issues to the surface. Organized labor wants drastic changes, or groups want the bill modified or defeated. Southern industrial groups are definitely on the War-pant for the scrap of their legislators who vote for the measure and the sponsors are worried that signers of the petition to bring the bill to the House floor will backslide and nullify the whole scheme. With the Bureau of Labor Statistics showing that more than 48 percent of unskilled workers in the South receive less than the minimum pay of 40 cents per hour prescribed by the measure as against three percent in Northern states, col-

leagues from the North are obviously not in the good graces of their militant Dixie brethren as they march the Administration wage and hour plan.

Congressional cloak-room chitchats of the week involves expressions of concern as to how far the Federal Securities Commission will go toward stringency in regulating the stock exchange; sentiment within the Commission is for a system giving by stores rather than professional speculators control over security exchanges; a quiet chuckle over the President's comment in his road final entertainment message that enough good coals have been piled—when on the same day Mrs. Roosevelt was snugged in a boggy dirt road while on tour; what new policies could be developed to keep idle capital profitably employed when reports of 43 leading life insurance companies show an increase in assets this year amounting to one and one-half billion dollars; wonder as to how far labor unions will go to spread work at lower wage rates to make the proposed hous-

# Making The Pulp Plants Permanent

### Forests Must Be Carefully Tended In Order To Afford Pulp Mills Continuous Raw Materials, Says Forester

By GUY A. CARDWELL

There has been a lot written about the migration of the pulp and paper industry to the South. In referring to this subject, E. L. Demmon, Director of the Southern Forest Experiment Station, New Orleans, La., recently had the following to say:

"To the casual reader of press items regarding this development, it might appear that each additional plant, bringing new capital to the South as well as new opportunities for the sale of forest products and for the employment of labor, would be a distinct asset."

There are, however, other aspects of the problem, such as the ability of the forests of the South to support these additional plants, and the desirability of producing pulpwood at the expense of other forest products that are worthy of consideration. It is important, therefore, that these phases of the problem be carefully weighed before an undue expansion of forest industries results."

While there may be a lot of catches cutting in the early history of the pulp and paper industry in the South, it is reasonable to assume that the pulp and paper plants have come south to stay, and that owners and managers will protect their large investment by engaging in educational work to encourage the protection of the forests from wasteful and unwise cutting.

All possible care must be used to protect thrifty rapid-growing young timber about to enter its most productive stage, from cutting for pulpwood, when it will become available in a few years more for other industries which also depend upon the forest for supplies of raw materials.

Robert K. Winters, forester at the Southern Forest Experiment Station, in addressing a meeting of the Texas Academy of Science recommended that the following work be done in an effort to conserve the forests for the most profitable use:

1. Educate landowners, both large and small, in better ways to handle their woodlands in order to secure maximum growth and income through producing sawtimber, poles, pines, naval stores, and other forest products, along with their pulpwood.
2. Arouse public opinion to the point where it will insist that the establishment of pulp and other forest industrial plants be based on the ability of the forest to support them continuously.

If Mr. Winters' advice is heeded, and plant management, landowners, and the public cooperate in bringing about the wise use of the forest resources of this region there is no danger that industrial development depending on the forests for raw materials will be other than permanent.

On the contrary, if this is not done the industries will be temporary ones that will operate for a few years, deplete the forests, and then move to virgin territory, leaving behind as a public liability a stranded and destitute population with insufficient opportunity for employment and no hopeful outlook for the future.

America produces approximately 316,000,000 pounds of toilet soaps annually.

Thirty-five Hertford breeders from six counties attended a meeting on the R. G. Shipley farm near Vilas in Watauga County, last week.

Cotton is the most important industrial crop in China.

In Holland, the newly-married woman feeds her bridegroom a traditional mixture of brandy and raisins as a part of the marriage ceremony.

Road traffic in Britain kills 10,000 animals daily.

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HELLO, EVERYBODY:  
Well, sir, we all know that firemen run into lots of adventures. That's all part of a fireman's job. When the gong starts tapping out a signal—well—there's darned well likely to be an adventure at the end of the trip—for somebody. And ten chances to one that adventure falls to the lot of some smoke-eater who goes in with a hose and stays there long after everyone else is out. But today I'm telling you a fireman's story of an adventure that didn't happen at a fire.

William McQueen, of Valley Stream, Long Island, is the lad this adventure happened to. Up to a certain point, this story is just like any other fireman's adventure yarn. It started in with the usual alarm, and the truck rolling out to respond to it. But as a rule the truck gets to the fire before the adventure starts. In Bill McQueen's case, Old Lady Adventure swung her haymaker a few minutes earlier than is her custom, and Bill had his adventure on the way to the blaze.

Bill is a member of the volunteer fire department out in Valley Stream. His dad is also a member of the same outfit—and the way things turned out, that is a lucky break for Bill. They are both attached to the Engine Company Number 2, and the date of Bill's adventure is one he doesn't think he'll ever forget. It was December 29, 1937.

The alarm came from somewhere out on the north side of the town. The men of Company 2 began a scramble for the fire house. In no time at all, twenty men had gathered, and the truck rolled out of the engine house with all of them aboard.

It Happened on a Busy Highway.

The truck ran down the street and made a turn. It was necessary for them to go through a side street in order to reach the neighborhood of the fire. And half way down the side street, they had to cross Merrick road, a main traffic artery that ran through the town, and one of the busiest highways on Long Island.

The truck plunged on down that street, with its siren screaming. The driver was trying to beat the whole doggone world to that fire. But



Headfirst Over the Top of the Car He Went.

no matter how hard a fellow tries, there always comes a time when he has to fail, and this was one of those times. Truck Number 2 didn't beat anybody to that fire on that December day. As a matter of fact, it didn't get there at all.

The truck was approaching Merrick road and the driver began slowing down. He had to make a left hand turn on Merrick and he began throttling down his motor so he could make it on all four wheels. The engine came to the intersection. "And it was at this point," says Bill McQueen, "that I got my first glimpse of the thing that was likely to be the cause of my death!"

Down Merrick road, about a hundred feet to the left, was a railroad crossing, and beyond that was a speeding car, hurtling along toward the fire truck at a speed of forty or fifty miles an hour.

Bill got a quick glance at that car, and it didn't take him any time at all to figure out that that car couldn't possibly stop in time to avoid hitting the truck. It was just a question of where it hit the truck—and Bill had his qualms about that, too.

How Bill Figured His Jump.

Bill was standing on the running board, on the left side of the truck. Next to him was a large battery box, and behind him, between the battery box and the large rubber suction hose that is carried on all fire engines, stood Bill's dad. Bill gauged the speed with which the two vehicles were going with another lightning glance, and as he did, he came to another terrifying conclusion. As near as he could figure out that oncoming car was going to hit the truck just about at the spot where he was standing!

The human mind works with the speed of lightning, and it didn't take Bill more than a couple of seconds at most to come to that conclusion, but that speeding car was moving almost as fast as a man's mind can think, and a hundred feet or so is no great distance. The car was almost on top of him now, and there was neither the time nor the opportunity to get off that running board and out of the way. And it was then that Bill's mind did some more fast and furious thinking.

"There I was," he says, "directly in the path of certain death. I could jump off the truck and take my chances on being able to dodge that car, or stay where I was and trust to luck that I might come out alive. Either way, I couldn't see myself having much of a chance. But there was a third course of action I could take. It was more daring than the other two, but I decided to try it.

Dad's Shove Helped a Lot.

"As the car roared onward, I braced myself on the running board and began timing the speed of its approach. When it was about three feet away, I leaped for my life!"

Straight ahead, Bill jumped—right over the top of the car. As he took off into the air he felt a violent shove. His dad had reached out with his hand to give him a little extra impetus. Head first over the top of that car he went, and Bill had reason then to thank his lucky star that cars can't go on wheels and close to the ground. For he just did clear it.

Behind him he heard the crash, as he tumbled over the car and landed in the road on the other side. He picked himself up dazed, and with a bruised knee, but otherwise unharmed, and looked back at the ruin of the fire truck. The car, where he had been standing was smashed to bits!

"When I looked at that mass of twisted and bent metal," Bill says "I couldn't help thinking what would have happened to me if I'd remained there."

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Mr. Prince O'Brien, who has been connected with our Fairmont branch will be in charge as Cashier. Mr. O'Brien is an experienced and capable banker and the patrons of our Southport branch will find him courteous and pleasant to deal with.

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