

HOW MODERN METHODS AND MORE MACHINES TEND TO DRIVE MEN OUT OF JOBS

—In the Dare County Times—

Many wonder why the Government has discontinued and is planning to discontinue more and to make inactive many of the famous old shore stations of the Coast Guard that made so much history for the service.

One remembers with a feeling akin to pathos, the great record made in saving life, in warning seamen of impending ships, and the noble traditions so faithfully lived up to by these brave unselfish men. Naturally, any proposal so far reaching as to make history of these fine things is noted with great interest.

The reasons for these changes are not generally understood. Congressman Warren has labored faithfully to uphold the standards of the service and to prevent the impairment of its efficiency. So recently, the Commandant wrote a letter to the Congressman, explaining the reasons for these changes. His letter is as follows:

TREASURY DEPARTMENT
United States Coast Guard
Washington,
Mar. 2, 1937.

Honorable Lindsay C. Warren,
House of Representatives,
Washington, D. C.

My Dear Mr. Warren:

As you know, a careful study has been made over the past year of more of the Coast Guard Stations in all Districts, with a view to improving the efficiency, through modernization and consolidation. The conditions governing the productive work of these stations are quite different now than when many of them were established. Commercial sailing vessels that once plied our coasts in great numbers are now a rarity. Motor craft for commerce, fishing, and pleasure, have increased in great numbers. Improvements in methods of navigation—particularly the radio have greatly reduced the number of strandings of large vessels along our coasts. The development of motor equipment—such as trucks and tractors, and the building of roads, has greatly facilitated the transportation of life saving equipment from point to point along our coasts. The marked increase in the use of motor boats,

particularly speed boats, in rescue work, and the installation of radio at Coast Guard Stations and in motor life-boats, have greatly facilitated life-saving operations. The use of modern equipment has greatly increased the cost of efficient operation of our Coast Guard stations, and has also tended to reduce the need for stations being so close together along certain sections of our coastline. The funds appropriated for the Coast Guard are insufficient to modernize all our Coast Guard Stations and equip them with trucks and tractors, radio, and with various types of operation. The number of men at each station to man this modern equipment is inadequate. Modern living conditions, to which our men are entitled, require installation and maintenance in excess of our annual appropriations for that purpose. A number of our stations are still without modern heating, lighting and sanitary systems, and the fresh water supply at a number of stations is not properly safeguarded. A skilled cook should be furnished each station, in order that the men can be properly fed. A skilled mechanic to take care of the motorized equipment is essential for proper operation. Many stations are undermanned, and liberty and recreation are insufficient.

A study of the record of accomplishments of the various stations along the coast shows that many stations have neither sufficient men nor equipment to respond promptly to the many calls for assistance, nor to carry out the law enforcement work. Other stations show a record of accomplishment which cannot justify their maintenance. By means of a carefully determined plan of eliminations and consolidations, I am convinced that the value of the Coast Guard stations to the public can be greatly increased, and the living conditions of the men measurably improved.

It is therefore proposed to place in an inactive status the following Coast Guard stations: False Cape, Currituck Beach, Paul Gamaliel Hill, Bodie Island, Big Kinnakeet, Creeds

Hill, and Cape Fear; and to transfer the men and such equipment as is needed to other stations in the District. The men at the present inactive Coast Guard stations in the District will also be transferred to other stations in the District. The stations left in commission will have their complements increased each by one cook, one motor machinist's mate and two or more surfmen. These stations will be expanded and improved, and adequate equipment furnished as fast as funds will permit. It is also proposed, as soon as funds are available, to close up the Coast Guard station at Cape Henry, and in lieu thereof to establish a station at New Inlet.

Lookout towers at inactive stations will be manned, where necessary, by personnel of the other stations, and boats will be kept at the inactive stations where needed.

This change will be made gradually, so that the crews of these stations will be as little inconvenienced as possible. No property will be disposed of until the revised plan has been in operation for a sufficient length of time to insure efficient service. It may be that experience will show some rearrangement in the plan is desirable, and this can be readily done.

It is desired to impress upon you the proposed change does not contemplate the severance of any man from the Service, nor will it interfere with the rating of any man. I am confident that the personnel of these stations will be benefited by the change, and the efficiency of the Service improved. This is to be done in other sections of the Country.

As I know you are very much interested in the efficiency of the Coast Guard along this section of the coast, and in the welfare of the men who man these stations, I felt that I should first give this information to you, and if there is any further data you may desire about same, I will be glad to furnish it to you.

Very sincerely yours,
R. R. WAESCHE,
Rear Admiral, U. S. Coast
Guard, Commandant.

Press Gleanings

SUPER SERVICE

Very few people like the idea of taking so many coast guard stations out of service for the purpose of the merger and super program plan-

ned by the service. The farther you place coast guard stations apart the more perilous the lives of the seafaring folk becomes. The service with seven stations closed can't possibly be what it should even though the same personnel is retained at other stations.

The longer it takes to reach a ship in distress the greater the danger is that ship in. The super program can't possibly meet the demands of the coast if the stations are not close enough together to reach a distressed ship in a minimum of time.

Maybe the coast guard officials know more about what they are doing than people who have lived along the coast all their lives, but they have to show 'em.—(Twin City Daily Times.)

W'Y ROMP ON BAILEY?

U. S. Senator J. W. Bailey of North Carolina is being criticised because he dares to differ with the President about the Supreme Court. We regret that he differs with the President, because it is quite agreeable with us to make the changes in the Supreme Court. We are willing to move along, particularly since the old world has generally seemed adverse to remaining in the same place, so if America thinks the Supreme Court stands in its way, the Supreme Court is no better to be changed than other things are.

But we have confidence in Mr. Bailey even though we might differ with his ideas. Quite true he might weaken his influence with the President by opposing one of his own political light. But if Mr. Bailey conscientiously believes he is right about the Supreme Court, then we should give him credit for being honest, rather than expecting to be insincere simply to gain a minor point.

We have confidence in the high ability, integrity and the fact that with the President against him, Mr. Bailey at least commands the full respect of the nation and his colleagues. We remember that he is the Senator for the next six years, and he is our friend and servant, and will help us and cooperate with us, so therefore, nothing is to be gained by denouncing him.

We were with the President 100 per cent, and since he has done something, we say give him a free hand. That doesn't mean that we have to be mad at Senator Bailey. Anybody can be a rubber stamp, but few men have the ability to exhibit a backbone, and since Senator Bailey chooses to display guts once in a while, although he is with the Pres-

ident most of the time, we know where he stands, we know he is honest, sincere, faithful and that is some thing that cannot be said of every man who hides mediocre ability or mercenary motives behind a big front of "backing up the President" or being 100 per cent Democratic. Bailey can be himself, and still command the respect of the country.—(Dare County Times.)

BEACH ROADS SHOULD COME FIRST.

The most arresting fact about Admiral Waesche's decision to place seven Coast Guard stations of the Seventh District on the inactive list, on the grounds that improved equipment and conditions, including good roads, renders them unnecessary, is the fact that not one of the seven listed for immediate retirement from active service is served by a good road.

Granted, that with motorized equipment and all-weather road connections, the work of many stations might well be taken over by the crews of those nearest them on each side, the fact remains that between Kitty Hawk and Virginia Beach, and from the Roanoke Sound bridge causeway southward along the banks, there is nothing that could be called an all-weather road, and few that should be dignified by the name of fair weather highways. Even negotiation of the Nags Head beach highway, flooded as it is by every sea-breeze of any height, might prove a problem in time of storm.

Before abandoning any existing stations, the Coast Guard would do well to take steps toward providing that connecting link without which no such action can be taken without jeopardizing the safety of valuable shipping and a human lives.

The essential preliminary to such action as Admiral Waesche proposes is the construction of a hard-surfaced highway, passable under all weather conditions, extending southward from Virginia Beach to Hatteras Inlet, and beyond. Essential to the Coast Guard in time of peace, such a highway would be no less essential to national defense in event of war.

As great a boon as such a highway would be to residents of that section, their stake would be small in comparison with that of the government itself.—(The Elizabeth City Daily Independent.)

OPEN TO PUBLIC

The road to Fort Macon is finally going to be hard-surfaced, although the old sandy road has often become impassable during rainy weather for

many years. Fort Macon is one of the most historic and interesting places in the State. It has been visited by thousands of people from all over the country.

Yet, thousands of others have wanted to visit the fort but have been turned back because they could not travel the last few miles over the washed-away-road. With the turning of the fort property into a State park and the recent work to recapture the historic sites of the fort, thousands more will want to visit the place.

It was recently stated that there would be little or no charge to visitors at the fort, that it would be "open to the public." However, only this paving of the road leading to the fort can actually make it "open to the public."—(The New Bern Tribune.)

THE WILFUL BAILEY

Senator Johiah William Bailey may be guessing there will be a realignment in politics in 1940 and that the conservatives north and south, regardless of party labels, will unite under a common standard. He may have thought that he was anticipating some such coalition as this when he sent Senator Tydings of Maryland to address North Carolina Democrats at their Victory Dinner last week.

But he played hell in the traditional Bailey manner when he palmed off an Anti-New Dealer on those North Carolina Democrats.

So grossly did Senator Bailey offend the North Carolina Democracy, that another dinner will be staged in Raleigh Friday of this week to pay President Roosevelt the tribute that was denied him in the speech made by Tydings at that Victory Dinner last Friday night.

It probably means the political death knell of Senator Bailey in North Carolina so far as the rank and file is concerned.

But Senator Bailey is Senator Bailey. He will not be deterred from coming serenely and confidently before the public for reelection. If the rank and file part company with him, he will have the satisfaction of having earned the applause of the uppercrusts. Or will he?—(Elizabeth City Daily Independent.)

Thirteen meetings have been held in Watauga County to explain the 1937 Farm Program. The meetings were attended by 603 farmers, many of whom became interested in Extension work for the first time.

SUBSCRIBE TO THE NEWS

Have you "detective eyes" that can spot the "real thing"?



"DETECTIVE EYES"

Small appearing because of deep-set position, and because lids are habitually narrowed in focused study. Vertical creases rising from the inner edge of the brows. Horizontal wrinkles at eyes' outer edges, and puckered flesh over the lower section of the socket. Brows low and bushy.

A GOOD SLEUTH'S NOSE

Prominent but finely chiseled—and entirely lacking the coarseness of the "brute's" nose. Deep wrinkle crossing the bridge. Broad bulge below bridge. Nostrils tense, sensitive, and widely distended. The extreme tip is pointed—and frequently a slight up-tilt is observed.

If you are an observant type, you'll note one whiskey in stores attracting crowds of eager people. Kentucky's "double-rich" straight Bourbon!

SCHENLEY'S
A 90 proof whiskey with the Mark of Merit. Made in Kentucky by old-time Kentucky distillers... the good old Kentucky way.
Cream of Kentucky
Straight Bourbon Whiskey

COPYRIGHT 1937,
SCHENLEY
DISTRIBUTORS
INC., N. Y.

KENTUCKY STRAIGHT BOURBON WHISKEY

and we averaged better than **25 MILES TO THE GALLON**



The new "60" Ford V-8 (illustrated) is the thriftiest car in all Ford history! Drive it all day on a tankful of gas—owners report 23 to 27 miles per gallon. And it carries the lowest Ford price in years.

Yet the new thrifty "60" V-8 is as big and roomy, as well engineered as the "85." You get the same all-steel body with safety glass throughout. The same new quietness and beauty. The same easy-acting, quick-stopping new Ford brakes. The same large luggage

compartments.

And it's a real performer! Like most cars it bows a bit to the brilliant "85" Ford V-8 in pickup and top speed but you will be amazed at what it will do just the same. The thrifty "60" V-8 is a car you will own with pride and drive with pleasure. A car that will save you not just pennies but dollars! A car that's built so fine and priced so low you will have to drive it to believe it exists. Your Ford dealer invites you to drive this car yourself. Call him today.

FORD V-8
888 a month, after usual down payment, buys any model 1937 Ford V-8 car through the Authorized Ford Finance Plans of Universal Credit Co.