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BOB REYNOLDS TALKS ON ROADS

SENATOR SAYS THERE IS A LOUD CLAMOR FROM THE STATES FOR FEDERAL ASSISTANCE ON HIGHWAYS.

Washington, June 30.—There is widespread agreement among members of Congress that the situation in Washington today, whether it be called uncertainty or by some other name, is primarily due to the fact that we have reached another period of national readjustment when the future depends, in large measure, on the course that will be taken. How far shall the Federal Government go in changing present institutions? What shall be done in the direction of Federal control of hours and wages, now so vitally affected by activities that are clearly interstate commerce in character?

These questions press for answers and there are many ideas as to how they are to be found. In other words, what is to be the concepts of Government in the future?

Those who look for guidance in the events of the past are, of course, studying the trends of the bygone days. For example, the Congressional Record of a 100 years ago shows that some of the Congressional leaders of the past, many of whom we regard as outstanding statesmen, were just as fearful for the future in 1837, as some of our people are about what lies ahead beyond

1937. But the development of the last hundred years have amply proven that the fears expressed in 1837 were unfounded. There is every reason for hope that the fears today are equally unfounded.

True, problems of today are perhaps greater than ever before. No community nor state is self-sufficient. The price which the Virginia and North Carolina farmer will get for his products is affected by industrial employment in Ohio and Pennsylvania. The ability of the manufacturers of automobiles and refrigerators in Indiana and Michigan to sell their products affected by conditions in Georgia and Tennessee. Emergencies in California, Iowa and Florida may curtail the supply of food in New York. In other words, whether we wish to admit it or not, we have come to the point where the Federal Government must help to find the solution to problems the states cannot solve alone. How? Finding the answer is what causes legislative uncertainty and slow movement of legislative machinery. Too much importance depends on taking the right course.

Nevertheless, there is growing realization that something must be done about regulating the forces that have widened the gap between wealth and numbers. There is also realization that some of the programs and policies already tried must be reshaped in the light of the experience developed.

The subject of highways, once

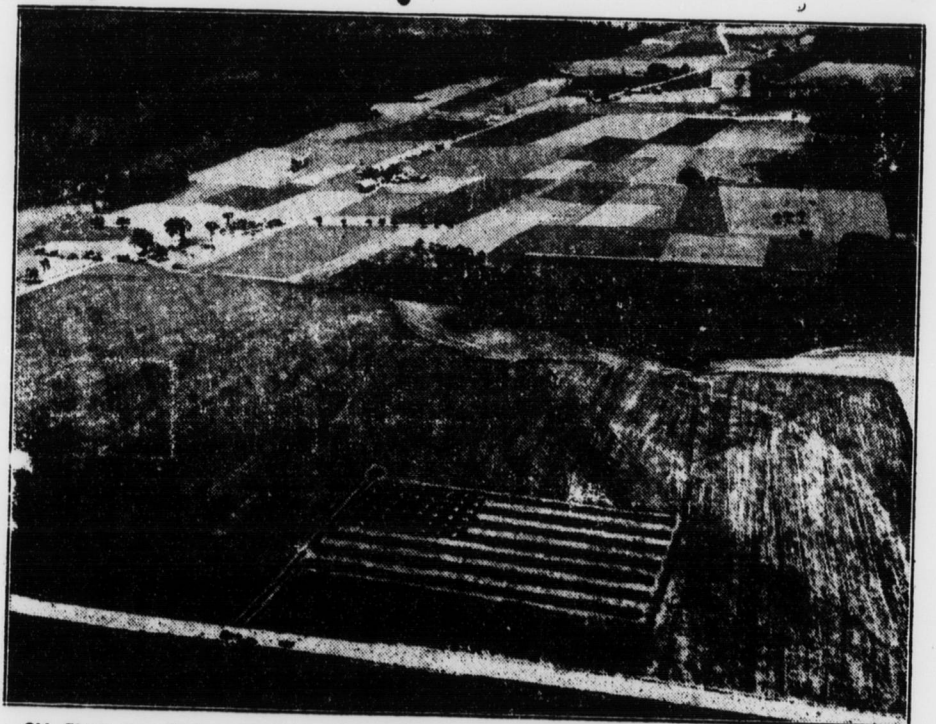
of importance to every citizen, offers a splendid example of changing concepts of Government responsibility over a long period of years. At the outset, roads were built by townships and communities. Later, financial aid was given to counties by states—New Jersey being the first in 1891. By 1903, eleven states were giving aid to counties and ten years later, forty-two states were aiding counties.

But even then highways were being built around centers of population and not so much to connect those centers at any considerable distance from each other. The need for interstate roads was beginning to be felt. Because of this need there arose a strong public demand that the United States Government should contribute financially toward road-building, as it had done a hundred years before.

This demand took definite form in 1916, in the passage of the first Federal-aid bill, and later came the Federal-aid act of 1921 which gave us the basis for our present interstate system of roads. And the situation as applied to roads has now developed in many other fields. There is a loud clamor for Federal assistance in these other fields—assistance in handling problems states cannot control alone.

—By Senator R. R. REYNOLDS.

Surry county farmers say the recent attacks by flea beetle larvae and other insects will likely reduce tobacco production by 50 per cent. in that county.



Old Glory now floats over the field but in a new way. Symbolic of all that is fine and unified in American life it is shown here, probably for the first time, created from a field of wheat—the basic food of the American people. And again the flag floats over all; the high and well-filled heads massed together form the red stripes, the blue star field and the staff, towering above other plants in the field. This project, located in one of the wheat fields on the farm of Millard F. Morgan, near Bailey in Nash County, is the result of applying American Nitrate of Soda to the wheat plants forming the red stripes, the blue star field and the

staff, while the white stars and stripes received no Nitrate and made little growth. The sketch for the flag was made by L. O. Armstrong, Associate Professor of Vocational Education, North Carolina State College, and the project was conducted by T. H. LeCroy, Teacher of Agriculture at Spring Hope, with the assistance of his class of young Tar Heel Farmers. Soon after graduating from Duke University in 1915, Millard Morgan answered the call to the colors. He saw all the horrors of war and recently made this statement, "My crops need American Nitrate, as shown by the flag project in my

wheat field. I need to purchase this kind of Soda because it helps to keep money at home and because it has made the price lower to the American farmer. In time of war America will need the plant at Hopewell, Virginia, which is constantly ready to produce an ample Nitrate supply."

Mr. Morgan, while managing his large farm which includes 150 acres in Cotton, 125 in Tobacco, 50 in Corn and 100 in Wheat, keeping annually 30 beef cattle and 50 hogs, still finds much time for public service. He has served as County Commissioner for eight years and is Director of the Rocky Mount Production Credit Association.

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