

# Today and Tomorrow

By Frank Parker Blackbridge

**PLASTICS . . . . . better homes**  
How would you like to live in a house where you could throw bricks at the windows and they would bounce back? That is already possible, but even more wonderful things are being done with the new kinds of materials which science calls "plastics."

The discovery that chemical compounds made from such unrelated things as cellulose, corn oil and carbolic acid can be moulded into solids which take the place of metal, glass, wood and stone is the latest step in Man's conquest of Nature. Technicians in the plastic industries make up houses built better and cheaper, out of such raw materials as sawdust, corn cobs and cotton waste, and are already making their promises good.

The transparent sheet which makes your car's windshield shatter-proof is a plastic product. Now they are beginning to make camera lenses of the same type of transparent plastics. Some day we may roof over our city streets with transparent arches of plastic glass!

**MEAT . . . . . we import**  
Americans eat more meat than any other people in the world. The American family which does not have a meat meal at least once a day is a rarity. In most European countries the families which have meat to eat more than once a week are in the minority.

Half of our farm lands and more than half of the farm population are engaged in the production of meat. Still, we are importing more meat foods than we export.

One of the things which make it difficult to generalize about farm conditions is that there are so many different kinds of farming. What is true of the wheat farmer or the cotton grower is not necessarily true of the livestock and poultry farmers. The only agricultural generalization which stands up at all times is that the "family farmer" who produces his own family's food is not in danger of starvation, even if he doesn't take in much cash.

**PIE . . . . . for breakfast**  
Up in Vermont they are bemoaning the decline of the ancient Yankee custom of eating pie for breakfast. Middleburg College is starting a movement to restore the practice of starting the day with pie and coffee.

I am all for that. In my New England boyhood we always had pie for breakfast. Everybody did. I don't know where the idea started that it was unhealthful. I don't believe it. Any kind of pie is good for breakfast—"open-faced, cross-baked or kivered" as my grandmother used to classify pies. But on the whole, the best standby is apple pie. For one thing, you can make it at all seasons, now that canned apples are available everywhere. Apple pie for breakfast 365 days in the year never hurt anybody.

A good apple pie is almost a completely balanced meal in itself. It has the proper proportions of fats, starches, fruit acids, sugar and all the rest of the vitamins and proteins to sustain life indefinitely. Let's all eat more of it for breakfast!

**NEWSPRINT . . . . . in the South**  
I saw a Savannah newspaper the other day printed on newsprint made from southern pine wood. "Newsprint" is the trade term for white paper of the kind this newspaper is printed on. All newsprint is made of wood pulp, but up to now, the only kinds of wood which have been used for newsprint are northern spruce, hemlock and fir. The result is that the newspapers of America have become dependent on foreign countries, mainly Canada, for their white paper. We've cut off most of our own pulpwood.

The discovery by Dr. Charles H.

Herty of a process of making newsprint from southern pine is the beginning of an economic revolution. Pine can be used when it is only seven years old; spruce is not big enough to cut until it is thirty. On millions of acres of southern land, slash pine grows like weeds. Its can be cut for pulpwood and a new crop grown in seven years. We are no longer dependent on Canada for an essential staple.

The first commercial paper mill to make newsprint from southern pine is now being built. It's a start toward a new prosperity for the South.

**WORK . . . . . and be happy**  
The longer I live the plainer it seems to me that there is only one secure way of living, and that is by individual hard work. But it is a mistake to imagine that one cannot work hard and be happy at the same time.

One of the most inspiring things I have read recently was a report by Rose Lena Anderson of Clackamas, Oregon. Rose is the national champion 4-H Holstein Club girl for 1936. In her report of her farm work, she wrote: "One year at our county fair I entered the farmerette contest. I had to do four household tasks—make a bed, darn a sock, bake a cake and set a table. Also I had to do four farm chores in front of the grandstand—milk a cow, harness and drive a team, husk corn and pitch hay. I won \$10, the easiest money ever made."

How many young women would call that "easy" money? Rose, at least, has not been led astray by the false doctrine that "only saps work."

## POPPIES TO BE SOLD HERE SATURDAY BY LEGION AUXILIARY

(Continued from page 1)  
The murderous hail of machine guns raked the country side, the poppy refused to furl its blooms. The courage of the little red flower seemed to match the courage of the men who fought there.

For 19 years the poppies have kept their watch by the graves of America's World War dead. Each spring they renew their tribute and blaze forth in America on millions of American chests and marking hearts where the deeds of the war dead held in honored memory.

Men who marched side by side with the men in whose memory the poppy is worn, men who, like them, sacrificed and suffered, with the help of the loyal wives, make the flowers of memory. The money earned by making the flowers helps place food on the tables and fires in the stoves of the little homes where wife and children await the veteran's recovery.

The women of the Warren Unit are making extensive preparations for the observance of the day under the leadership of Mrs. E. T. Harris, Unit Poppy Chairman.

Every cent of the money received from the Poppy Sale will be used by the local Auxiliary Unit for relief work in Warren county and for disabled veterans at Oteen.

Let us hope that poppies glowing on every coat on Saturday, May 29, will make us proud of our community, where we "Honor the dead by service to the living."

### Littleton, Route 1

Rev. Reese Jenkins filled his regular appointment at Grover Memorial Church Sunday night and preached a very interesting sermon to a large audience.

Mr. Nathaniel Robertson of Macon and Miss Annie Perkinson of Littleton visited in the home of Mr. and Mrs. R. H. Pike Sunday.

Miss Mae Pike spent last week end in the home of Mr. and Mrs. Dan Shearin on Route Two.

Mr. and Mrs. Earle Shearin of Warren Plains visited their parents here Sunday morning.

Mr. J. Moseley visited in the home of Mr. J. V. Shearin Sunday night.

Miss Pearl West of Inez visited in the home of Miss Hazel Perkinson Sunday.

Mr. and Mrs. C. C. Alston attended services at Grover Memorial

## AIRPLANE CRASH AT LOUISBURG IS BLAMED ON FAULTY PLANE.

### Federal Report Says Ship Disintegrated in Air; Pilot And And Three Passengers Killed; Owner of Plane Held Federal Student Pilot's License

#### WAS NOT AUTHORIZER TO CARRY PASSENGERS

Washington, May 22.—The accident board of the Bureau of Air Commerce today blamed structural failure for the crash of a private airplane 12 miles northeast of Louisburg last February 7, in which the pilot and three passengers were killed.

At the same time, the board expressed belief that a crash near Winston-Salem on April 6, in which the pilot was killed, might have been caused by the tendency of the plane to become unmanageable.

Those killed in the Louisburg mishap were Arthur S. Conn, pilot, and his three passengers, Chester H. Betz of Akron, David L. Breen of Cuyahogo Falls and Caroline Danley of Charleston, W. Va. The board reported that Pilot Conn owned the plane and held a federal student pilot's license which did not authorize him to carry passengers other than a bonafide instructor. Of this crash the board said:

"The airplane departed from Miami, Fla., at between 6:15 and 6:30 a. m., carrying two passengers. It arrived at Jacksonville, Fla., at approximately 9:30 a. m., where it was refueled, and a third passenger taken aboard. The next stop was made at Fort Bragg, N. C., from which departure was made at 12:30 p. m. It was last seen circling in the vicinity of the accident near Louisburg, N. C.

"The time of the accident was fixed by a watch found on one of the passengers which had stopped at 1:22 p. m. The weather in the vicinity at this time was unfavorable for contact flying, there being a ceiling of only 200 feet, together with a drizzling rain. This overcast extended up to only about 1,300 feet, however, and at a point 30 miles farther along the route the overcast became broken. Although there were no eye witnesses to the actual accident, it appears from the statements of those witnesses who had seen the airplane in flight just previous to the accident that it had been flying under the overcast in a wide circle.

**Sunday night.**  
A Daily Vacation Bible School will begin at Grover Memorial Church on July 5th and an evangelistic meeting will begin the second week in July with the Rev. Mr. Allen of Kenly conducting the services.

"The wreckage was strewn over a distance of approximately three and a half miles. Starting with small pieces of fabric, it progressed to small pieces of wing structure, a piece of the right wing flap, a portion of the windshield, the cabin door, articles from within the cabin, the right upper and lower wings, both tanks. The main body of wreckage fell to the ground approximately 650 feet beyond the right wings.

"An examination of the wreckage failed to disclose any failure of the controls, engine or propeller not accountable for as result of the accident. The distribution of the wreckage and the manner in which the parts had torn away indicated that the airplane had disintegrated in the air. A careful search of the surrounding terrain failed to disclose any evidence of the airplane having previously struck a tree or any other object. The history of the airplane discloses that it was involved in two landing accidents a short time previously. As a result of the first one, a new lower right wing was installed. After the second repairs were made on the newly-installed right lower wing. These repairs were approved by the Bureau of Air Commerce in February of 1937.

"Available evidence does not disclose why the airplane was flying at such a dangerously low altitude.

It does indicate that while flying at low altitude, the airplane developed a serious wing flutter and that the student pilot at the controls was attempting to continue flight under these conditions until he could reach a cleared area in which to effect a landing. There is nothing to indicate that the student pilot made any attempt to dampen out the flutter by changing the speed or altitude of the airplane. Due most likely to the low altitude and the rapidity with which the flutter developed, the transport pilot in the rear seat was unable to take over the control of the airplane or to convey to the student pilot the corrective measures which should have been reduced or eliminated the flutter. Had the airplane failed to respond immediately to corrective measures, stopping the engine and landing in the surrounding tree tops would have been decidedly preferable to attempting to continue flight even for a short distance after the flutter had developed.

"The fact that this airplane was slightly overloaded and being flown at low altitude has no direct bearing on the development of wing flutter. There have been no reports of fluttering having occurred before on this type of airplane, but tests made subsequent to this accident indicated that the wing structure had poor characteristics with reference to their resistance to flutter. However, previous damage, engine vibration and poor maintenance are also favorable to wing flutter and the available evidence is insufficient to determine the exact cause in this case.

"It is the opinion of the accident board that the probable cause of this accident was structural failure induced by wing flutter."—The

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