

On The Tar Heel Front IN WASHINGTON

By Robert A. Erwin and Frances McKusick

For some reason or other, Congress has acquired the facility in recent months of keeping in hot water with John Q. Public. First it was the late lamented Congressional retirement or pension plan, which raised a nationwide storm of protest, and now it is gasoline rationing, with X cards good for unlimited gasoline for members of Congress.

Like the pension plan, there are two sides to every story, and undoubtedly some Congressmen do have need for larger than usual gasoline rations with which to conduct their official business. The people, however, are bitterly opposed to special favors for representatives and senators, and so, as this is written, the shooting is dying down after blasts fired at Congress from all over the country.

North Carolina's congressional delegation is rated one of the ablest in Congress and consists of men who never have made it a habit to seek special favors for themselves.

While Senator Josiah W. Bailey was absent in North Carolina, his wife went to the registration tables

set up in the Capitol rotunda for members of Congress and their families and secured an A card.

Senator Bob Reynolds has introduced a joint resolution to require registration of labor organizations and to prohibit their employing as officers or agents people whose integrity is open to question.

Under his resolution, labor groups would have to register with the secretary of labor and name their officers, with titles and salaries; to disclose initiation fees, annual dues and assessments levied against members, limitations on membership, date and method for electing officers and so on.

The measure would prohibit labor unions from employing any one other than an American citizen and would bar unions job-holding to communists, fascists or members of any Nazi Bund.

A bill of tremendous interest to farmers which was reported out of the house agriculture committee this week was one providing a two year extension for the maximum 2 1/2 per cent interest rate on Federal Land and Bank Loans.

Representative Harold D. Cooley, a member of that committee, hopes Congress will pass the measure without too much delay or debate.

"It seems as though money is plentiful enough at the present time for the land bank to be able to extend the time of these low interest loans, and thus help farmers get a breathing spell," the congressman believes. He also said another advantage of the 3 1/2 per cent interest rate was that it brought down the interest charged by private corporations.

"In some places, this rate of interest has been entirely too high and unfair," Mr. Cooley said. He also remarked that twice before Congress had overridden the Presidential veto on similar bills. He does not know what Mr. Roosevelt's attitude on the measure will be this year, he said.

Gasoline rationing did far more than the tire shortage to lessen Washington's terrific traffic jams. There are much fewer cars on the streets here today than in years, and even parking lots seem to be suffering. Heretofore it has been so difficult to find a vacant space on a lot for your car, and this

Workers Won't Have Much To Say About New Jobs

By CHARLES P. STEWART (Central Press Columnist)

LABOR'S TO BE parcelled out on a priority basis, beginning very soon. As chairman of the recently created War Manpower Commission, Paul V. McNutt will manage the job.

The workers won't have much to say about their various assignments. They will go wherever Paul tells 'em to go.

Rather peculiarly a good many of them want to get into the military service but aren't permitted to join up because the manpower board needs 'em worse for industrial production. They're conscripted all right, but it's conscription for factory tasks and away from the army. The latter is the outfit they'd prefer to be mustered into, at a lot more personal risk and a great deal less pay.

Plants, it appears, are numerous enough and are adequately equipped to deliver emergency supplies in materially larger volume and at a decidedly swifter rate than they're doing it now, but their managements can't get the skilled hands required to operate 'em at their maximum capacities.

Employment of women is expected to relieve the situation very much presently, but recruiting and organizing 'em takes a bit of time and it will take still more to train most of them at technical crafts, and time's at a fierce premium today. Hence evolution of the idea to adapt priorities to the allocation of labor as well as commodities.

Transportation facilities are another headache to emergency officialdom. It's pretty aggravating to have wartime products finished and ready for utilization, but piled up at shipping points for lack of means to move 'em to other places where they're in urgent demand.

Building's a dickens of a problem, too.

All our emergency industries have to have roofs over 'em, at least.

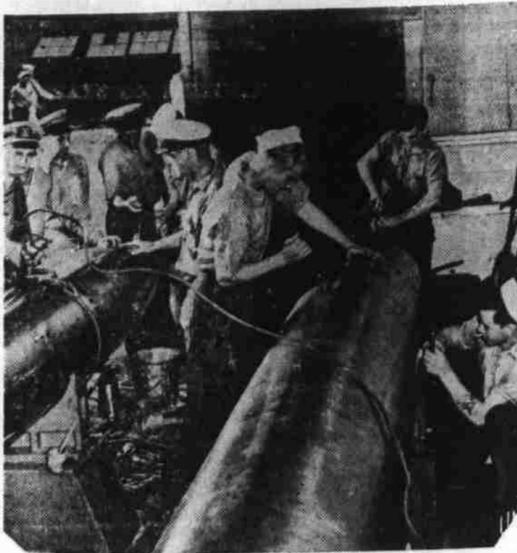
Our cities, where it's convenient to provide them, are entirely unprepared to assimilate 'em.

They're generally congested already.

There has been a certain amount

situation usually was made worse, from the motorist's standpoint, by a lot attendant with a contemptuous look waving you on down the street.

Hawaiian 'Pineapples' for Japs



U. S. Navy torpedo experts are shown working on some "gifts" that may mean sunset for some of the sons of the Rising Sun, in a workshop of the submarine base in Pearl Harbor. The boys have a personal interest in this dispute with the Japs. Hawaii is determined that never again will it be caught unprepared. (Central Press)

of commandeering of their office skyscrapers and apartment houses and miscellaneous nonessential manufacturing plants, for government occupancy, but it's quite a stunt to evict a whole urban population onto park benches to make room for Uncle Sam. Folks screech like fury at being chucked out.

Some of 'em have leases and stand pat. Furthermore, while a 12-story hotel, a block square, such as the one across the street from where I'm writing, has a deal of floor space inside it, it wasn't planned to accommodate munition-making, and practically would have to be reconstructed for the purpose.

That's where the time factor enters into the equation again. A whole of a town, the size of New York or Chicago, can't be torn down and rebuilt, for the war emergency, in a hurry, and haste is the vital essential now.

Besides, where'll all our war workers in these industries be housed, with their families? Right around, in the neighborhood? No, no, that wouldn't do. As a result of the tearing down, nothing would be left but slums. Washington's an example of it. Congress itself is scared by conditions in the capital—afraid of an epidemic that'll kill off about half of it, senators and representatives, included, due to overcrowding.

Moving No Cinch
You might say that the populace could protect its health by moving. But, once more, we get back to

the transportation proposition.

How are these workers, with their flivvers put out of commission for the duration, to get from home to their jobs and back home again?

Industry is solving the puzzle to some extent.

It's doing it by moving its plants into the cities' outskirts and encouraging their workers to flock their homes around, in their various neighborhoods.

The industries are headquartered in what are known in Washington as "tempo"—abbreviated from temporary. They're hastily-constructed frame affairs, but pretty big, many of 'em, and combustible as kindlingwood, but heatable in winter and waterproof.

The Urban Land Institute, an independent agency, in a recent release, predicts that this tendency, which it calls "decentralization," will continue.

Its forecast is that it'll be cheaper for industry to operate and more comfortable for workers to live out in the sticks and that that's what they'll vote for from now on. The Institute doesn't contend that big cities will disintegrate completely, but it does guess that skyscraper days are over.

A man in Asheville, N. C., has invented a machine which he says will pull up trolley tracks as easily as a dentist pulls a tooth. He wants to use it in the Salvage for Victory campaign.

27 Applicants Get Grants From Rationing Board

Twenty-seven applicants to the tire rationing board were granted their applications here during the week. The list included the following, as announced by the clerk of the board.

Town of Waynesville, electrical maintenance, 2 truck recaps; Hayes Bryson, of Hazelwood, haulers of logs and lumber, 1 truck tire and 1 truck tube; Carr Lumber Company, of Lake Junaluska, hauler of logs, 1 truck tire; K. W. Messer, of Cove Creek, minister and farmer, 1 truck recap; Wayne Rogers, Route 2, Waynesville, rural mail carrier, 2 passenger recaps, and 1 passenger tire.

H. S. Ward, of Lake Junaluska, hauler of feed and fertilizer, 1 truck tire and 1 truck tube; R. H. West, of Clyde, farm hauler, 2 truck tires, obsolete; Massie Funeral Home, ambulance service, 3 ambulance recaps; Paul Caldwell, of Hazelwood, hauler of fuel, 1 truck recap; Public Roads Administration, highway construction, 3 truck recaps; Underwood Lumber and Supply Company, hauler of AAA lime and pulpwood, 2 truck tires and 2 truck tubes.

G. W. Carver, Waynesville route 2, minister, 1 passenger tube and 1 passenger recap; Henry Francis, Waynesville, route 1, farmer, 2 truck recaps; Martin Electric Company, Waynesville, electrical

maintenance, 2 truck recaps; Pa. Young, of Waynesville, taxi driver, 2 passenger recaps; C. Muse, of Waynesville, route 1, hauler, 2 truck recaps; John Wald, transportation of employees to and from work on defense projects, passenger recaps.

H. T. Stevenson, Waynesville farm hauler, 1 passenger recap; Glenn McCracken, of Clyde, route 1, AAA supervisor, 1 passenger recap; Rufus Ruff, Waynesville route 2, logging contractor, 2 truck recaps and 2 truck tubes; Wholesale Company, Waynesville, wholesale food salesman, 2 passenger recaps; Walter R. Brown, of Clyde, farm hauler, 1 truck tire and 1 truck tube.

J. B. Hannah, of Waynesville, farmer, 5 truck recaps; E. Schulhofer, scrap iron collector, 1 truck recap; R. L. Burris, Waynesville, farmer, 1 truck tire and 1 truck tube; Henry Barkus, Waynesville, hauler of wood, truck recaps; J. C. Brown, Waynesville, vocational agriculture teacher, 2 passenger recaps.

The thousands of feet of lumber destroyed in a Michigan fire were made enough matches to keep a pipe lit.

CARD OF THANKS

We wish to express our appreciation to our many relatives and friends for their thoughtful and sympathy in the passing of our mother, Mrs. Ellen Francis. All we thank them for the beautiful flowers.

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To The Citizens Of The TWENTIETH JUDICIAL DISTRICT



BAXTER C. JONES

The office of prosecuting attorney, known as the Solicitor, is one of the important offices of the District. It is important because the Solicitor is primarily the guardian over the administration of justice within the District, as well as a conservator of public and private funds in conducting the Courts in various counties of the District.

The State's business is so important that the office is designated as an all time and full paying office, requiring the Solicitor to be available at all times to transact the State's business for the convenience of the public.

Realizing the importance of these duties assumed by the prosecuting attorney, as a candidate for that office, I unhesitatingly pledge to the people of the District that I will, at all times, be available to discuss any public matter with witnesses or other interested citizens. I shall be diligent in the prosecution of all matters coming before the Courts, and shall carry out that duty without fear or favor, and with equal justice to all parties regardless of their station in life.

In the administration of the Courts, it shall be my purpose, if nominated and elected as your Solicitor, to arrange the trial docket, so as to accommodate the public and attending witnesses. For instance, a trial calendar should be made indicating certain days on which cases from various townships would be called for trial, doing away with the necessity of witnesses spending many days in Court awaiting for cases in which they are interested to be called. This procedure would save the tax payers thousands of dollars in the course of a year, as well as accommodating hundreds of people who are interested, but who are receiving no pay for their attendance. These times are too serious to keep our working people from their work, either on the farms, in the work shops, or from the plants. The Courts are under no less duty to conserve our time, our labor and our money to win this war, than any other organization in the land. Democracy and Justice must and shall prevail throughout our land, and if I am your Solicitor, these principles shall go to the courtroom at every session of Court over which the Solicitor participates.

My opponent for the office has now held it for three terms, a total of twelve years, which is four years longer than any Solicitor has ever asked the people to keep him in office, at a good salary, and is now asking that he have it for four more years.

The Twentieth Judicial District is made up of the seven western counties, including Haywood, and for the past twenty years the Solicitor has been furnished from Haywood, and for the past ten years the Judge has been elected from this splendid County. This Primary Hon. Felix E. Alley, one of the great Judges of the State, is to be re-nominated by the District for an additional eight years. Would not our Democratic principles be furthered by nominating and electing the District Solicitor from one of the Counties other than Haywood, thereby giving the whole District representation?

The Government's order limiting the use of automobiles and gasoline will prevent me from seeing personally the citizenship of this fine county, but this is briefly my message to you. Your support now and on through the day of the Primary, May 30th, and throughout my administration will be greatly appreciated. I shall repay you for your interest by being diligent and active in the enforcement of the law in your County.

Sincerely yours,

BAXTER C. JONES

Candidate For Solicitor



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