



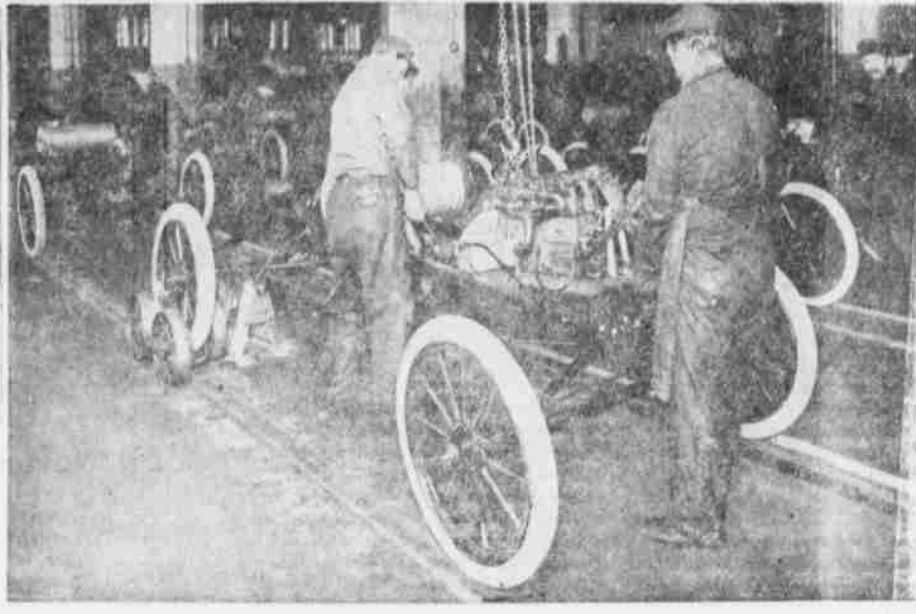
WASHINGTON—The past few days have been particularly busy ones for me. The Senate has been in session until eleven o'clock each evening. I have had at least two committee meetings daily, each lasting for an hour or more. There was a hurried trip to New York to participate in a radio broadcast devoted to a discussion on our Immigration Law.

But topping it off was the convention here of the Daughters of the American Revolution. It was wonderful to see so many of our own gracious ladies from North Carolina. Mrs. Smith and I invited the North Carolina group to a get-together in the Capitol last Thursday, and that night I had the privilege of addressing the convention at Constitution Hall.

I have always been impressed by the loyalty and patriotism of these women. This year there is added reason for respecting their judgment. The ladies elected Miss Gertrude Carraway of New Bern as president general. Miss Carraway has devoted 23 years of hard work to the DAR and it was a tribute to her that she was unopposed for the organization's highest office.

**TALK DRONES ON . . .**  
The filibuster continues as this is written—a filibuster conducted by the very Senators who are al-

**NOW OPEN**  
**Arabia Barber Shop**  
**HAIRCUTS 60c**  
**OPEN ON**  
**Tuesday - Thursday**  
**Friday - Saturday**  
**Charles Stubbs**  
Prop.  
We will appreciate your patronage



This is mass production—1913 style! The moving assembly line, basis of mass production, was introduced by Henry Ford that spring. In August, the principle was applied to the chassis assembly. One month later, when this photo was taken at Ford Motor Company's Highland Park, Mich., plant, Model T assembly time had been cut from 14 hours to 93 minutes.

ways so quick to point accusing fingers at Southern Senators who defend the practice of unlimited debate.

Now that the shoe is on the other foot, these ultra-liberal forces claim that they are not filibustering. They say that they are "educating the public." It is doubtful that they are accomplishing much other than a test of their ability at oratory.

We had a number of school groups to visit the office during the week. Seniors from Salisbury, Whiteville and Aycock came to see me in the reception room just off the Senate floor at about the same time one afternoon last week. While they were there, a photographer for the New York Times spotted the large group and decided to make a picture of them for his newspaper. So North Carolina's young folks may get some unexpected publicity. It's impossible to see everyone who comes to the office, so I just have to do the best I can. Almost everyone understands, however, that Senators have to be out of their offices most of the time attending committee meetings and Senate sessions.

For instance, last week I was engaged in two sets of hearings for the Judiciary Committee. Part of the time I was presiding

over the committee sessions. Therefore, unless visitors got to my office before 2:30 a. m., or came after dark, there was not much chance of my seeing them.

But, Mr. Helms, Mr. Slear and the young ladies in the office are always ready and anxious to render any service they possibly can. Most of the matters in which visitors are interested can be handled by someone in the office, as we try to have someone familiar with the various departments of the government who can render service on short notice.

**TWO PROBLEMS**

We are now working on two matters of considerable interest to our State. One concerns the proposed expansion of Fort Bragg. The other concerns the Blue Ridge Parkway.

The people of Hoke County have been greatly disturbed by the Army's announced plans to take over 50,000 acres of their land to establish a corridor between Fort Bragg and Camp McCall. It is agreed by everybody that such a move would destroy Hoke County as a unit of government. In addition, the State's tuberculosis sanatorium at McCall would be rendered virtually useless in the opinion of the officials connected with the insti-

**Animals Dislike Forage With High Tannic Acid Content**

When animals refuse to eat heartily of an apparently desirable forage crop, the reason may be that the plants contain too much tannin (bitter substance related to the compounds used in tanning leather). This theory, which has been suggested by a number of forage experts in the past but never proved, appears to have been confirmed by an experiment carried out at the U. S. Department of Agriculture's Research Center in Beltsville, Md.

The importance of this finding, the scientists say, lies in the fact that once tannin is definitely identified as the cause for poor taste value, more palatable lines of otherwise valuable forage crops can be developed by plant breeders.

Sericea lespedeza, a perennial legume adapted to a wide variety

of soil conditions here in the South, is an example. This plant is frequently rejected as a forage crop by farmers in areas where it will grow well, because their grazing animals do not appear to like it.

The scientists at Beltsville fed equal amounts of three types of sericea lespedeza containing different percentages of tannin to two mature sheep over a period of six days. Each of the three kinds of sericea was served "cut-curtain style" in a separate feed bin. Location of the feet in the bins was related each day in order that the sheep would not go to the most palatable forage through habit. All other food was withheld, and careful records were kept of the amounts of each type of sericea consumed daily. Rejected forage was collected, weighed, and analyzed for tannin content and other properties.

The preliminary results obtained seem to verify the belief that tannin definitely affects palatability. All the sericea with



the lowest tannin content was consumed, while 72 per cent of the high-tannin type was rejected. The fact that the high-tannin forage was leafy and possessed other desirable forage characteristics serve also to indicate that there is a relationship between the amount of tannin in a plant and its attractiveness to animals.



**YOU CAN'T STOP A HAILSTORM Once It Starts**

**BUT**

**YOU CAN SAFEGUARD CROPS AGAINST LOSS WITH**

**Hail Insurance**

See Us Today

**The Johnson Company**

Phone 550

Raeford, N. C.

**Highest-powered ENGINE in the low-price field**

plus all these other buyer benefits that only the New Chevrolet offers you!

**Entirely new Styling**

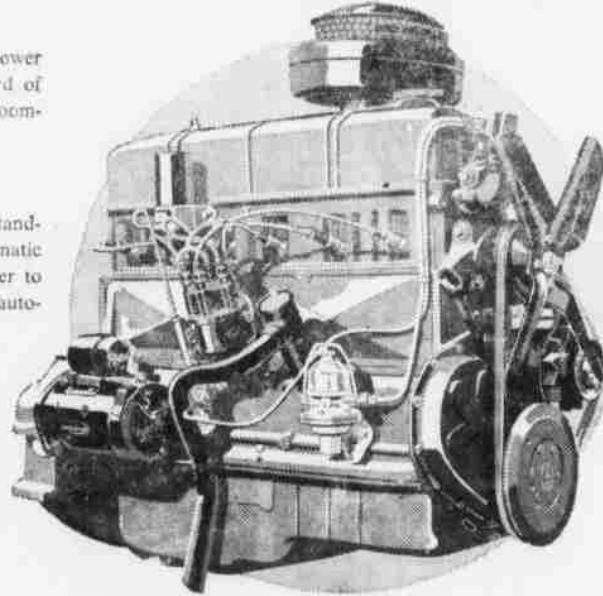
Strikingly new—with longer, lower lines that set a new standard of beauty for low-priced cars. Roomier, richer interiors, too.

**Entirely new Powerglide\***

Faster acceleration from a standing start with new automatic starting range . . . new power to pass in city traffic with new automatic passing range.

**Entirely new Economy**

The most important gain in economy in Chevrolet's history! Two great engines now offer even more economy than you have enjoyed with Chevrolet in the past.



**Entirely new Safety**

New one-piece curved windshield for greater visibility. New, sturdier construction. New, easier brake action and new Foot-Form brake pedal.

**Entirely new Durability**

Chevrolet's new Body by Fisher is strengthened throughout. New heavier door-posts and sills. New bracing in roof and framing.

**Entirely new Power Steering\***

Exclusive to Chevrolet in the low-price field! It permits you to park with finger-tip ease. You turn the wheel and the power unit does the work.

Pictured above, you see the great new 115-h.p. "Blue-Flame" engine—one of the most important advances in engine design in many and many a year.

New high compression! The 7.5 to 1 compression ratio is among the highest in the industry. Free-breathing carburetion, new aluminum pistons and many other features also play an important role in making this the most powerful engine in its field!

Yet, both the "Blue-Flame" engine (teamed with

the new Powerglide automatic transmission\*) and the advanced "Thrifty-King" engine (in gearshift models) offer a wonderful gain in economy, too.

Why not come in and take the wheel on a demonstration drive? Why not make it soon?

\*Optional at extra cost. Combination of Powerglide automatic transmission and 115-h.p. "Blue-Flame" engine available on "Two-Ten" and Bel Air models only. Power Steering available on all models. (Continuation of standard equipment and trim illustrated is dependent on availability of material.)

**MORE PEOPLE BUY CHEVROLETS THAN ANY OTHER CAR!**



**Lowest-priced line in its field!**

**HOKE AUTO COMPANY**

Phone 363

Raeford, N. C.

**NOW! END THE MESS OF ICE TRAYS—FOREVER!**



**MAKES ICE CUBES BY THE BASKETFUL—Automatically!**

Only Servel Refrigerators give you an endless supply of dry, loose cubes—without your lifting a finger!

Continuous supply! You take cubes out—Servel puts 'em back! Keeps refilling the basket night and day! All automatically!

Just pick 'em out! Cubes are loose! No messy trays to fill or spill! No trays to empty—or forget to refill!

Super-cubes! Big, dry supercold IceCircles! Always full size—last longer!

Won't stick together—even during automatic defrosting! Take one or a handful!

Plenty for parties! Fills basket after basket! Replaces cubes as you use them!

PAY AS LITTLE AS

**\$4.50**

A Week!

It's 3 Great Appliances in 1—REFRIGERATOR—FREEZER—ICE-MAKER!

Sensational value! Delivers automatically! Stores 80 lbs. of frozen foods! Gives you such features as adjustable shelves, butter keeper shelves, . . . choice chest . . . door shelves . . . step-saver handle . . . many more! See it today!

Big Trade-Ins, Too

**GAS or ELECTRIC MODELS!** Only Servel gives you your choice!

- 1. Dependable Gas or Electric Power
- 2. Near Electric Cost
- 3. Maximum Interior Models and no moving parts!

SEE THIS SENSATIONAL VALUE TODAY AT **RAEFORD TELEVISION COMPANY**

WE SERVICE ANYTHING WE SELL.

Post Office Bldg.

EASY TERMS

Dial 485