

LOOKING AT WASHINGTON

By Hugo S. Sims, Washington Correspondent

REVIEWING THE CAMPAIGN WILLKIE STARTS SLOWLY RUNS HIS OWN CAMPAIGN SPEAKS OUT ON DEFENSE OUTLINES HIS POLICIES ROOSEVELT'S STRATEGY OUTCOME UNCERTAIN

With less than two months to go before the voters of the United States go to the polls in the 1940 Presidential election, there is a natural tendency everywhere to assess the campaign up to this time.

The writer of this weekly column, which is published in newspapers of every political complexion in the United States, has no desire to take the side of either candidate. Naturally, it is impossible to please all readers and all editors. Consequently, he does not make the effort. An objective study of the development of the campaign up to this time reveals some interesting facts and, for what they are worth, should be recorded.

The reader should understand that this estimate of the campaign is written before Mr. Willkie began what he considers his campaign. It is written before there is much opportunity to appraise the effects of the President's radio talk of last week. Consequently, observations and comments which are made are based upon signs which have appear-

ed before the middle of September. Following his nomination at Philadelphia, Mr. Willkie took an extended vacation and while he was undoubtedly proceeding with necessary conferences and lining up certain factions in his support, he had few occasions to make the news. In fact, he busied himself "whipping into shape" the organization, consulting with party leaders and dissenting Democrats, and, no doubt, preparing himself mentally and physically for the campaign ahead.

Early in September, there appeared indications that the campaign was not going along as smoothly as many Republican leaders had hoped. Party spokesmen referred to "crossed wires" and outlined plans to develop proper liaison work in order to prevent undue emphasis upon differences of opinion between the nominee and some members of the party. A conference at Rushville, Indiana, is said to have smoothed out these wrinkles and spokesmen of the party, buoyed by the Maine election, appeared to regain much of their optimism.

Mr. Willkie, it is plain, intends to be the master of his own campaign. Despite advice from many quarters, he does not hesitate to speak his views upon important issues. His views, in their entirety, it is plain, do not suit all members of the Republican Party. Just the same, Mr.

Willkie feels certain that the Republican opposition to President Roosevelt has no alternative but to support him and this, he believes, permits him to be himself, reveal his views and direct not only the campaign, but the issues upon which his candidacy makes its appeal to the people of the United States.

Readers should also take cognizance of the fact that Mr. Willkie has carefully refrained, for the most part, from all adverse criticism of the foreign policy of the President. While it is true he vigorously criticized the method of handling the destroyer-bases swap with Great Britain, he also took positive stand in favor of selective service and against postponing the effectiveness of the draft law as well as the Senate provision, generally referred to as the conscription of industry.

The positions taken by the candidate on these issues were in opposition to Republican members of Congress, who voted 10 to 8 against the draft bill in the Senate and 112 to 52 against it in the House. On the Fish Amendment to postpone the effective operation of the draft law sixty days, which Mr. Willkie opposed, there were 140 Republicans in the House in favor of the Amendment and only 23 against it.

The Overton-Russell provision in the Senate bill, referred to as the conscription of industry, was supported by nine Republican Senators while only eight were in opposition to it. This is what Mr. Willkie said would impose "absolute and arbitrary control of virtually the entire economic system of the United States."

Frankly, there is no way for a newspaper commentator, or anybody else, to know how his campaign is developing. At best, one can discern only certain surface indications. The trend of public sentiment, which may develop into a ground-swell of opinion, does not often reveal itself to able and distinguished political observers.

So far as surface indications go, however, it may be stated that the campaign of Mr. Willkie does not appear to have functioned too smoothly, if one judges by the surface indications. What may be going on in the minds of the voters throughout

the nation is not visible to the naked eye, but some seasoned political experts express the idea that valuable time has been lost since the convention at Philadelphia.

Once again, in this connection, we call attention to the unorthodox campaign planned and undertaken by Mr. Willkie. He is going to actively seek the support of the people, making extensive tours and many appearances in an effort to get his philosophy across. It is not altogether a Republican philosophy. It represents the personal beliefs of the Republican nominee and indicates the course he intends to pursue if successful in his campaign.

Just as Mr. Roosevelt has dominated the Democratic Party since his first election, outlining its position on major issues, so will the campaign of Mr. Willkie prescribe new policies for the Republican Party should it ascend into power next year. Just as Mr. Roosevelt faces the bitter opposition of Conservative Democrats, one expects that Mr. Willkie, if elected, will be confronted with the opposition of the bitter-enders in his own party.

Meanwhile, President Roosevelt, since his renomination at Chicago, has given the nation the picture of a busy executive, bestirring himself in connection with the national defense, gaining valuable publicity through inspection tours and being repeatedly placed in the spotlight by certain events themselves. The consensus of opinion seems to be that serious developments in Europe will enhance his prospects of election. Events transpiring across the Atlantic undoubtedly affects the viewpoints of Americans, and this, in turn, will affect their ballots.

The President, one realizes, took the play by his spectacular trade with Great Britain, which, without doubt, has the approval of the vast majority of Americans. While criticism of his course in concluding the deal without consulting Congress goes to the method adopted by the President, there is little likelihood that the matter will become a major issue in view of the overwhelming sentiment of the people that it was a good trade for the United States. The Chief Executive will be judged by the results accomplished rather

than by the methods utilized to secure them in view of the present troubled condition of the world.

The writer certainly intends to make no prediction as to the outcome of the presidential race at this time. Later, perhaps, in October, if there are sufficient facts upon which to base an honest opinion, the forecast will be attempted. Naturally, it will not please all of our readers, but, so far as we are concerned, if it is anything nearly as accurate as the prediction made in 1936, we will be satisfied.

Y. W. A. TO MEET FRIDAY

The regular meeting of the Young Workers Auxiliary of the Woodville Baptist Church will be held on Friday night, September 20, at the home of Miss Juanita White. All members are urged to be present.

checks
666 MALARIA
in 7 days and relieves
COLDS
symptoms first day

Liquid - Tablets
BALVE-NORE DROPS
TRY "SUB-MY-TIM" A WONDERFUL LIMENT

WE NEED GOOD USED TIRES!



That's Why

WE CAN OFFER YOU UP TO \$4.00 FOR YOUR OLD TIRES

Depending on Size With the Purchase of New U.S. TIRES

Bring in your old tires today. If they're good enough to drive on we'll apply the big cash savings we're offering to the purchase of new U. S. Tires. Take this opportunity to get the extra blowout and skid protection, the extra mileage, of genuine U. S. Safety Tires.

Come in Now WHILE USED TIRE PRICES ARE UP SEE HOW MUCH ACTUAL CASH YOUR OLD TIRES ARE WORTH

BE SAFER - SAVE MONEY RIDE ON THESE World-Famous U. S. SAFETY TIRES

1940 TIRES ARE DANGEROUS! LET US SAFETY-CHECK YOUR TIRES TODAY!

Joe & Bill's Service Station
"Where Service Is a Pleasure"
ROAD AND WRECKING SERVICE
HERTFORD, N. C.

Notice of Delinquent Tax Sale Town of Hertford

Sale of Town property for Delinquent taxes for year 1939. Date of Sale Monday, October 14th, 1940, at 12 o'clock Noon at the Court House door, Hertford, North Carolina.

W. G. NEWBY,
Clerk and Tax Collector
TOWN OF HERTFORD
WHITE

Name	Location	Amt.	Pen.	Cost	Total
Barclift, H. G.	Penn. Ave.	\$ 36.80	\$1.47	.95	\$ 39.22
Barclift, J. T.	Penn. Ave.	13.48	.54	.95	14.97
Broughton, Mrs. E. J.		5.78	.23	.95	6.96
Broughton, W. J.	Heirs, Grubb St.	14.44	.58	.95	15.97
Chappell, Mrs. Seymour		20.63	.83	.95	22.41
Elliott, W. T.		12.76	.51	.95	14.22
Fields, D. M.	Heirs, Dobb St.	16.50	.66	.95	18.11
Harrell, Mrs. Lily R.		23.83	.95	.95	25.73
Jackson, D. M.	Dobb St.	30.09	1.20	.95	32.24
Jordan, Raymond	Church St.	38.24	1.53	.95	40.72
Lane, H. P.	Grubb Lane	11.00	.44	.95	12.39
Lane, W. H.	Penn. Ave.	11.99	.48	.95	13.42
Leary, J. O.	Grubb St.	5.37	.21	.95	6.53
McMullan, Mrs. W. T.	Estate	35.75	1.43	.95	38.13
1937—Mrs. W. T. McMullan	Est., Church St.	41.25	6.39	.95	48.59
1938—Mrs. W. T. McMullan	Est., Church St.	35.75	3.21	.95	39.91
Medlin, N. H.	R. R. Ave.	7.43	.30	.95	8.68
Munden, Tim	Estate	4.95	.20	.95	6.10
Norman, Mrs. Madelene P.		6.60	.26	.95	7.81
Perry, Thomas	Church St.	14.06	.56	.95	15.57
Pierce, Mrs. E. S.	Market St.	66.91	2.68	.95	70.54
Riddick, A. M.	Grubb St.	9.63	.39	.95	10.97
Shannonhouse, Mrs. J. T.	Church St.	78.07	3.12	.95	82.14
Sumner, T. B.	Front St.	40.59	1.62	.95	43.16
Small, Mrs. P. H.	Church St.	41.25	1.65	.95	43.85
Ward, Mrs. R. F.	Ed. Rd. St.	8.25	.33	.95	9.53
Whedbee, Mrs. T. C.	Church St. & Penn.	78.38	3.14	.95	82.47
White, C. I.	Grubb St.	13.20	.53	.95	14.68
White, C. W.		33.47	1.34	.95	35.76
White, Capt. T. S.	Dobb St.	18.73	.75	.95	20.43
White, W. E.	Church St.	22.34	.89	.95	24.18
Winslow, Mrs. H. R.	Grubb St.	24.86	.99	.95	26.80

COLORED					
Name	Location	Amt.	Pen.	Cost	Total
Bembery, Ed	King St.	9.90	.40	.95	11.25
Bembery, Moses		4.54	.18	.95	5.67
Bembery, Penelope	Market St.	11.77	.47	.95	13.19
Bembery, Robert	Estate, King St.	6.60	.26	.95	7.81
Blanchard, H. H.	Estate, R. R. Ave.	4.13	.17	.95	5.25
Clark, Adeline Dail	Ed. Rd. St.	4.95	.20	.95	6.10
Coffeld, Ollie	Cox Ave.	6.39	.42	.95	7.76
Dail, Elisha	Dobb & Ed. Rd. St.	50.52	2.02	.95	53.49
Dail, Elverd	Covent Garden St.	1.24	.05	.95	2.24
Davenport, Mary	Church St.	9.90	.40	.95	11.25
Douglas, Louisa	Heirs, Grubb St.	4.13	.17	.95	5.25
Douglas, W. N.	Market St.	17.25	.69	.95	18.89
Eason, Joseph	Heirs, Dobb St., Ext.	6.60	.26	.95	7.81
Everett, Mamie	King St.	4.13	.17	.95	5.25
Evans, Sarah	King St.	1.65	.06	.95	2.66
Felton, Annette	Estate, Ed. Rd. St.	6.19	.25	.95	7.39
Felton, Elec	King St.	2.68	.11	.95	3.74
Felton, George	King St.	1.45	.06	.95	2.46
Felton, G. Wilson	Hyde Park St.	12.65	.51	.95	14.11
Felton, Laura	and Annie, Hyde Park St.	7.02	.28	.95	8.25
Felton, Laura S.	Rail Road Ave.	12.38	.50	.95	13.83
Felton, Lue E.	Covent Garden St.	4.95	.20	.95	6.10
Felton, Lucy	Hyde Park St.	3.30	.13	.95	4.38
Felton, Mary L.		8.25	.33	.95	9.53
Felton, Tom	King St.	4.95	.20	.95	6.10
Felton, W. J.	Heirs, Market St.	24.75	.99	.95	26.69
Felton, Wm. Percy	R. R. Ave.	5.78	.23	.95	6.96
Franklin, Prentice	Estate, Barrow Lane	3.03	.12	.95	4.10
Hoffler, William	King St.	13.62	.54	.95	15.11
Holly, Alpine	King St.	8.25	.33	.95	9.53
Holly, Chas. C.	Barrow Lane	2.89	.12	.95	3.96
Holly, L. D.	Dobb St.	9.90	.40	.95	11.25
Holly, Malinda	Heirs, Dobb St.	7.84	.31	.95	9.10
Hurdle, Millie A.	Market St.	2.75	.11	.95	3.81
James, Geo.	King St.	7.70	.31	.95	8.96
First Progressive Knights	King St.	2.48	.10	.95	3.53
Lassiter, Harriett	Heirs, Grubb St.	5.78	.23	.95	6.96
Lassiter, Herbert	Ed. Rd. St.	3.30	.13	.95	4.38
Lee Burwell	King St.	8.25	.33	.95	9.53
Lyons, Washington	Ed. Rd. St.	22.11	.88	.95	23.94
Newby, Dewey	King St.	16.50	.66	.95	18.11
Parker, Henry	Heirs, Dobb St.	8.25	.33	.95	9.53
Parker, Henry L.	Cox Ave.	10.07	.40	.95	11.42
Reed, Elisha	Heirs, King St.	6.60	.26	.95	7.81
Reed, Geo. R.		14.41	.58	.95	15.94
Reed, Wilson	Dobb St.	9.08	.36	.95	10.39
Ridick, James W.	Cox Ave.	6.19	.25	.95	7.39
Wierfield, C. C.	King St.	6.05	.24	.95	7.24
Wierfield, F. H.	R. R. Ave.	10.32	.41	.95	11.68
Wierfield, Ollie C.	Cov. Ave.	6.40	.26	.95	7.61
Wierfield, Laura	Dobb St.	8.90	.35	.95	10.20
Wierfield, W. D.	King St.	6.94	.28	.95	8.17
Wierfield, W. S.	Dobb St.	4.95	.20	.95	6.10
Wierfield, Geo. L.	N. E. Chappell, Agent	9.08	.36	.95	10.39
Wierfield, John H.	R. R. Ave.	4.95	.20	.95	6.10
Wierfield, Alonza	Dobb St.	3.30	.13	.95	4.38
Wierfield, Isiah B.	Estate, King St.	4.95	.20	.95	6.10
Wierfield, B. J.	Ed. Rd. St.	6.60	.26	.95	7.81
Wierfield, Kate	Estate, King St.	8.25	.33	.95	9.53
Wierfield, C. B.	Dobb St.	6.19	.25	.95	7.39
Wierfield, W. J.	Cox Ave.	13.64	.55	.95	15.14
Wierfield, Mary	Market St.	5.30	.21	.95	6.46
Wierfield, Harriett	Heirs Ed. Rd. St.	4.95	.20	.95	6.10
Wierfield, Geo.	Cox Ave.	4.95	.20	.95	6.10
Wierfield, Welch	Greenwood	3.03	.12	.95	4.10
Wierfield, Harman	King St.	8.25	.33	.95	9.53
Wierfield, Ruth H.	Creech Ave.	7.70	.31	.95	8.96
Wierfield, James, Jr.	Ed. Rd. St.	7.01	.28	.95	8.24

First Showing Saturday NEW 1941 CHEVROLET

Eye It.. Try It.. And You'll Say It's
"FIRST BECAUSE IT'S FINEST!"

- ★ THRILLING NEW BIGNESS
IN ALL MAJOR DIMENSIONS
- ★ DASHING NEW "ARISTOSTYLE" DESIGN
WITH CONCEALED SAFETY-STEPS AT EACH DOOR
- ★ DE LUXE KNEE-ACTION ON ALL MODELS
WITH BALANCED SPRINGING FRONT AND REAR AND IMPROVED SHOCKPROOF STEERING
- ★ ORIGINAL VACUUM-POWER SHIFT AT NO EXTRA COST
BUILT AS ONLY CHEVROLET BUILDS IT

It's a SIZE sensation . . . a STYLE sensation . . . a DRIVE and RIDE sensation ☆ Bigger in all major dimensions both inside and out . . . with 3' longer wheelbase and 3-couple roominess in all sedan models ☆ With dashing new "Aristostyle" design and longer, larger, more luxurious Fisher Bodies that set the new style for the new year ☆ With a mighty 90-h.p. Valve-in-Head "Victory" Engine that lifts performance and lowers costs ☆ It's the new low-price leader by the builder of leaders . . . CHEVROLET . . . holder of first place in motor car sales for 9 out of the last 10 years!

- ★ NEW LONGER WHEELBASE
- ★ LONGER, LARGER, WIDER FISHER BODIES WITH NO DRAFT VENTILATION
- ★ 90-H.P. VALVE-IN-HEAD "VICTORY" ENGINE
- ★ SAFE-T-SPECIAL HYDRAULIC BRAKES

Plus many more outstanding comfort, safety and convenience features.

Again CHEVROLET'S the LEADER

EYE IT.. TRY IT.. BUY IT!

Hollowell Chevrolet Company

Hertford, N. C.