

Being Directions On How to Carve Christmas Turkey

Gather round ye masters of the Christmas dinner table. Uncle Sam will teach you a lesson:

The government has issued an official bulletin on the proper technique for carving the Christmas turkey.

The bulletin rules on such important problems as whether the father should stand or sit while doing the honors and the position of the turkey on the platter. All you have to do is read this, and carving the festive bird will be a lead-pipe cinch.

"The turkey rides on the platter back down," says the bureau of home economics. "The first prob-

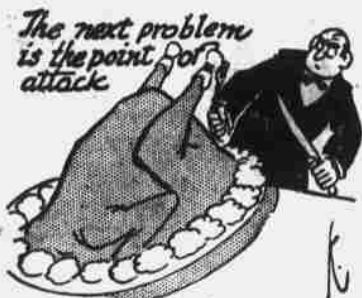


lem is father's: Should he stand or sit while carving?"

There are two schools of thought on this subject, and the government grants father his constitutional rights to do as he pleases. But it is suggested, after deliberation, that a short person had best stand and a tall person should sit for the most effective work. Are you short or tall?

The next problem, says the bulletin, is the point of attack. It is here that many a head of a house, the bureau believes, has lost the Christmas spirit through ignorance or awkwardness—or just plain stubbornness.

Only a few simple rules need be followed. The most important, of course, is to keep the bird on the platter, because it's rather difficult to work on the floor. Also, the bu-



reau estimates, a bird on the platter is worth two on the tablecloth.

"First," the bureau said, "remove the leg from the body by grasping it in your left hand (but what if you're left handed?) and cutting straight down to the hip joint. Remove the wings and the other leg."

"Then place the fork squarely across the breastbone toward the end of the keel, to anchor the bird while you carve the breast in slices; using a slightly sawing motion."

If you don't like the shape of your turkey, or the distribution of dark and white meat, well—why not have your wife carve in the first place?

Christmas Hymns Ring From Depths Of Michigan Mine

ISHPEMING, MICH. — "Silent Night, Holy Night" drifts mysteriously up the pitch-black Morris mine shafts here. Down below, 1,500 feet underground, 200 grimy-faced workmen pause for the world's most unique Christmas party, an annual event held at the Inland Steel company's iron mine here.

Finn and Austrian, Swede and Englishman, Italian and Irishman, these helmeted giants of the earth join lustily in Christmas hymns as elevators carry them to the 1,500-



Genial Jim Fowler, garbed as Santa Claus, gives Elmer Waars, one of the miners, a folding rule as remembrance of a six-inch error.

foot level where their party is held. "Genial Jim" Fowler, 225-pound timber boss, strides forth in a Santa Claus costume and takes his place at the brightly lighted tree. Like children around a tree at home, the miners stand eager and expectant.

Gifts are rib-tickling reminders of errors during the year. Last year, for example, the mine carpenter was given a rule—inspired by a six-inch error made a few months earlier.

LOOKING AT WASHINGTON

By Hugo S. Sims, Washington Correspondent

ABOUT THIS COLUMN CONSIDERING AIRPLANES SOME MISUNDERSTANDING DEFENSE-MINDED

In preparing a column of this type, for publication in hundreds of newspapers throughout the United States, the writer seeks always to present an accurate report as to facts, a true picture of the current scene, and, when discussing probabilities, to base conclusions upon an intelligent analysis of available information.

It is not always possible to have complete knowledge of existing facts, but this does not justify the substitution of imagination for an effort to determine the facts. It is equally difficult to comprehend the changing trends and variable factors at any given time, but this does not warrant an estimate of a situation based upon prejudice or partisanship. Nor should predictions as to what is likely to occur be used as propaganda to promote such developments, although the writer can give an honest opinion based upon a careful study of information available.

We make this introduction in order to discuss the recent decision of private aircraft interests to turn over to the National Defense Advisory Commission an undisclosed number of new airplane engines which newspaper writers assert will mean a "greatly expedited delivery of combat planes for both the Army and Navy, as well as Great Britain." A Government official explains that a spirit of cooperation was manifested by scheduled airlines which agreed to give up some new engines, recently delivered to them, and to release during 1941, approximately \$7,500,000 worth of equipment which the airlines had planned to use in expanding their services.

The point in this story is that when the Government, in the latter part of November, indicated an unwillingness to permit commercial airlines to expand at the expense of the national defense program, certain spokesmen of the airplane industry immediately denied that the production of commercial transport planes would interfere with the defense program and some even asserted that to cease work would "hinder rather than help the speed of production" of warplanes for the United States and Great Britain. They talked about the disorganization of their plants but insisted that the cancellation of commercial transports would be an outright economic waste without speeding delivery dates for airplanes under construction for military purposes.

At the time, we found it somewhat difficult to reconcile the statements of aircraft leaders with the unwillingness of Government officials to permit the expansion of commercial airlines. Consequently, we were much interested in the announcement that a number of engines, already manufactured for commercial airlines, would be turned over to the Government and that this delivery would enable the United States to increase materially its warplane aid to Great Britain in a short time. Moreover, the relinquishment of \$7,500,000 worth of airplane equipment, the great bulk of which is airplane engines, will furnish many hundreds of airplanes engines, whose limited production is probably the greatest obstacle to an increase in the production of fighting planes.

In this connection, it should be remembered that when the United States agreed to deliver some "flying fortress" type of planes to Great Britain, the British released to this country enough engines to supply a number of large planes which had been completed but were not being used because no engines were available. Apparently, there is a shortage of engines and, consequently, the commercial airlines, by surrendering engines on hand, were able to speed up the delivery of warplanes and, by relinquishing claims on orders for 1941, make available additional

planes next year at an earlier date.

The incident, we think, illustrates the difficulty of understanding some of the things that happen in the modern world. One does not have to, and should not, conclude that the spokesmen of the aircraft industry were intentionally misleading. The chances are that they were referring particularly to the construction of aircraft bodies without taking into consideration the shortage of engines. Some of them, however, denied that engines for commercial use would be suitable for military work, or that the cessation of commercial expansion would expedite the delivery of military-type planes.

Public Works expenditures, according to President Roosevelt, will be cut to the bone in the next budget, except those directly connected with the defense program. Belief that next Spring should see a great number of unemployed at work under the defense program, the Chief Executive pointed out that the large expenditures necessary for this purpose makes it necessary for the Government to economize somewhere.

Mr. Roosevelt says he is establishing a strict rule that will shelve many types of programs hitherto financed by the Federal budget—including river and harbor improvements, highway construction, public land acquisition, additions to national forests and projects of a similar nature. Of course, projects underway will be completed and the Government will carry out its contracted obligations. Relief expenditures will be cut in proportion to the employment provided by the defense work.

Extension of \$100,000,000 credit to the Chiang Kai-shek Government of China by the United States was announced, significantly, on the day that Japan made its "Peace Pact" with the puppet Chinese Government established by Japanese bayonets at Nanking. The timing of the loan is important, demonstrating the intention of this Government to support the Chungking Government in its continued resistance to Japanese aggression.

Readers can recall that when Tokyo announced the adherence of Japan to the Rome-Berlin Axis, proclaiming a treaty plainly designed to overawe the United States, if possible, this country answered the implied threat by promptly notifying its nationals to get out of the Far East. This step was a surprising revelation to the Japanese but we doubt if it had any more effect than the loan recently arranged for China.

There is every indication that the Government is keeping itself closely informed as to the actual needs of Great Britain, with the view of supplying them as promptly as possible. Undoubtedly, the study is being made by Government officials and includes a thorough review of the financial resources available to the British Empire. Also under discussion is the release of merchant tonnage to offset losses from German submarine activities. Whether the transfer of additional over-age destroyers is being considered is uncertain and immediate attention will probably be given to the shipping situation because the U. S. Maritime Commission has more than sixty vessels laid up which would be available for almost immediate use if arrangements are made to transfer them to Great Britain.

The President last week boarded the cruiser Tuscaloosa for a two-weeks' cruise, during which he will observe fleet exercises and probably visit one or more of the island bases recently acquired from the British. Before leaving, Mr. Roosevelt pointed out that by the use of planes, he could return to Washington at any time for an emergency. The cruiser carried two single-motored Curtiss patrol planes which could be used, but, in case of necessity, huge naval patrol planes could reach the President, wherever he is, without much difficulty.

Large Number At Future Farmers Fete

Seventy members of the Perquimans Chapter of Future Farmers of America held their annual Father-Son banquet at the high school on Thursday evening of last week.

Among the guests for the occasion were E. N. Meekins of Raleigh, district agriculture supervisor, the Perquimans board of county commissioners, members of the board of education, Superintendent F. T. Johnson, W. C. Chappell, of Belvidere, and visiting agriculture teachers, I. C. Yagel of Moyock, M. J. Chappell of Poplar Branch, S. L. Lowery of Central, C. O. Myers of Chowan and J. L. Tunnell of Weeksville.

The opening ceremony was handled by officers of the local chapter, Edward Jordan, president; Thomas Rogerson, vice president; Milton Jordan, secretary; Robert L. Stevenson, treasurer; Edward Wilder, reporter, and G. C. Buck, advisor.

Daryl Hurdle extended a welcome, with the response being made by W. E. Dail, of the board of education. Seldon Rountree explained the purpose of the organization of Future Farmers of America and Thomas Lamb spoke on its development. Norman Godfrey told of the present National and State scope of the F. F. A., and the meaning and significance of the F. F. A. emblem was given by Gordon Winslow.

An amusing rope stunt was staged by Henry Miller and Wayland White. The F. F. A. motto was given by Elmer Lassiter. Edward Miller explained the operation of the organization; Adrian Smith told how many grades or degrees of membership there were, and Quincy Riddick outlined the activities of the chapter.

The final stunt was by Matt Spivey, Joe Nowell, Thomas Fleetwood and Morris Griffin. Music for the occasion was by Doris Miller and Olive Layden, piano and cornet, and the Perquimans Rounders string band.

"Have you had any experience as a chauffeur?"
"Well, I can show you the receipts for the fines I've paid."

Joyous Christmas Was Frowned on By Early Settlers

The joy and singing now associated with Christmas was once forbidden by ultra-pious churchmen of Puritan England. Their disciples who founded New England carried the same repressions for many generations.

In the middle ages Christmas became the greatest of festivals, celebrated with fetes, nativity plays and general jollity. Many of our rollicking carols date back to this gay period of yule rejoicing.

Such pomp and merriment marked the Christmas of Shakespeare's England, when a 12-day festive period was observed. Work was abandoned and young and old gave themselves over to merry-making.

The Puritans frowned upon the pleasures of the season, however, so in 1644 Parliament prohibited any festivities and ordered the day kept as a fast.

BLAST KILLS RARE FISH

Newark, N. J.—William Forshaw, 36-year-old proprietor of the Vailsburgh Aquarium, was slightly injured when the gas stove on which he was heating water in the basement of his store, exploded. His greatest loss, however, from the explosion was that of 5,000 fish, many of them of rare tropical species, which were destroyed by the blast.

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