

# LOOKING AT WASHINGTON

By Hugo S. Sims, Washington Correspondent.

**RUSHING WAR AID.  
"LEND-LEASE" BILL AIMS.  
CAUSE OR AVOID WAR?  
PERIL IN FAR EAST.  
U. S. FACES DECISION.  
2,000 PLANES A MONTH.  
5,800 IN YEAR 1940.  
HEALTH AND WELFARE.  
DEFENSE CREATES PROBLEM  
FOR FREE COMPETITION.  
ABOUT IDENTICAL BIDS.**

Final passage of the Lend-Lease Bill is expected this week, with the result that assistance to Great Britain will be immediately speeded and interesting announcements can be expected. The legislation is based upon acceptance of the idea that the defense of the United States requires the continued resistance of the British people. Consequently material assistance will be dispatched to strengthen British resources in their weakest categories.

When the question of aid to Great Britain is considered, one of the first problems is production of the necessary supplies. This is being taken care of and, in time, the volume of supplies will be tremendous. Afterwards, and just as important if the strategy of this country is to succeed, comes the question of delivery. Here the intensive submarine and aerial campaign of Nazi Germany against British ships casts an ominous shadow across the American purpose.

The Lend-Lease Bill has been described by supporters as a measure designed to keep this country out of war and by opponents as a device to put us into the war. Obviously, there is a measure of truth in both assertions. Behind the unusual statute is the realization that the fate of this country will be endangered by Germany's victory and, consequently, steps short of war which prevent Hitler's triumph protect the United States.

If the nation becomes "an arsenal of democracy" and provides sufficient supplies to enable the British to successfully end the present struggle, the Lend-Lease Bill will in fact, prove to be a legislative device to keep us out of war. In this connection, however, we must consider the alternative. Let us suppose that the vast flow of supplies from this country to Great Britain fails to pave the way for a British victory, or even to prevent British defeat.

In the latter case, we will have undoubtedly aroused the enmity of the dictator-nations, but this, we think can be cast aside by the observation that the Axis group, in its future relationship to the world, will be governed by self-interest rather than emotions. The Axis powers will attack the United States, according to many experts, regardless of anything we do, if the dictators believe they can successfully accomplish the seizure of the rich booty in this hemisphere.

The supposition that the assistance from this country will prove insufficient for the defeat of Germany will raise a further question for the people of this country to decide. Having committed ourselves to the defeat of the Axis group and having backed Great Britain with almost unlimited material assistance, we will, if this fails to accomplish its purpose, have to decide whether the United States shall go further along the road the Lend-Lease Bill begins. In other words, if material assistance fails to do anything but commit this country to a British victory, will we enlarge our program later to include military, aerial or naval activities against Germany?

The people of the United States face an uncertain future in regard to their relations to European nations but the activity of Japan in the Far East also presents a complicated question which may demand a prompt answer. With the advent of Spring, it is generally believed that Hitler will attempt to score a knock-out victory over the British and that, at the same time, Japan will move to establish permanent hegemony over the Far Eastern area. This will be directly opposite to the principles that the United States has insisted upon. Moreover, it will endanger our commercial rights and imperil certain vital supplies such as rubber.

Recent activities in the Far East indicate that the Japanese have arrived at the threshold of a great military venture which probably includes the seizure of The Netherlands East Indies and, possibly a

direct attack upon the British naval base at Singapore. The British, together with Australians and New Zealanders, are preparing for a last-ditch stand against the advancing tide of Japanese aggression. There is a general belief that the United States will become involved in actual hostilities begin between Great Britain and Japan over Tokyo's aggression program.

It should be noted that the reaction in this country to recent Japanese aggression has produced an astonishing change of sentiment in Congress. Whereas the naval proposal to improve harbors at Guam and Samoa has been held up in previous years on account of the possible effect upon Japan, the House of Representatives last week unanimously approved these preliminary steps which plainly indicate that the United States intends to fortify itself in the Pacific regardless of Japanese sensibilities.

The fact that the United States battle fleet maintains itself at Hawaii indicates the serious situation existing in the Pacific and the importance the Government attaches to the Japanese threat. While this country insists that it desires peace in the Pacific and Japanese statesmen continue to stress their pacific intentions, the fact remains, nevertheless, that Japanese soldiers and sailors, definitely challenge the interests of every other nation in the Far East.

With France prostrate and Great Britain involved in a serious war in Europe, the United States alone is in a position to exercise a restraining influence upon Tokyo. Whether this will be sufficient or not, is a question at this time and it is not premature for the people of the United States to consider the possibility of actual hostilities with Japan in the near future.

The production of military planes in this country passed the 1,000-mark in January, thus doubling the output of a year ago. More than sixty per cent. of the production was combat ships of various types. January production was more than twenty per cent. ahead of the December figure of 799 and leads defense officials to believe that, before many months, the rate of 1,500 a month will be reached and that before the year ends, the aircraft industry of this country will produce at least 2,000 planes a month.

The number of planes delivered to Great Britain is a closely guarded secret. While the output is encouraging, plane and engine production is not expected to reach desired figures until 1942. Much work remains to be done in "tooling up," but once this is accomplished, much progress is expected to be made toward the goal of 50,000 planes per year.

In 1940, some 5,800 combat and training planes were produced. Nearly 300, according to published reports, were trainers, the majority being delivered to the Army and Navy. Out of those sent abroad, France got about 900 before its collapse in mid-Summer. Of the other 1,900, the Army received about 400 and the supposition is that the balance was delivered to Great Britain. Officials say that combat planes now being delivered are equipped with leakproof fuel tanks, armor plate and fire power unsurpassed by other planes. Moreover, more frequent deliveries are being made to the Army and Navy as production of combat craft increases.

A tentative program to provide health and welfare activities in areas adjacent to large military and naval training centers and defense industries has been adopted by the Inter-departmental Advisory Committee on the basis of surveys made by the Public Health Service. It is estimated that Congress will be asked to appropriate about \$250,000,000. The program embraces about every problem except housing, from fresh water and sewerage facilities to amusement and recreation.

Public Health Service surveys embrace all areas within twenty-five miles of military training or industrial operations incidental to the defense program. In some cases, established communities must be assisted to reorganize existing services and assume the added load. In other cases, new towns must be built.

Some idea of the problem can be secured from figures relating to Fort Bragg, North Carolina, where 63,000 soldiers will be quartered in

a cantonment where the nearest town has a basic population of 17,000 persons.

Even the city of Norfolk, Virginia, is without sufficient resources to handle the increased civilian problems in the Hampton Roads area and the State of Virginia has already expended \$350,000, with more money needed.

Indiana, it is reported, will expend \$600,000,000 on new facilities at Charleston, Indiana, where a large powder mill is under construction.

The entire defense program has caused a serious shortage of housing and competent surveys indicate that about 200,000 new family units might be required in various areas.

The Federal Trade Commission believes that one of the primary causes of the recent depression and of its long duration was artificial restraint of trade, inducing high prices, progressive inability of the great masses of people to purchase and resulting unemployment. Consequently, the Commission feels that free competition must be restored as the fundamental element of the economic life of the United States.

Along the same line, Thurman Arnold, Assistant-Attorney-General, now in charge of a campaign to enforce anti-trust laws, wants some "real teeth" in the law and suggests that the Supreme Court should be asked to review some of its previous decisions involving the Clayton and Sherman Acts. Mr. Arnold reports an increase in "identical bidding" in connection with defense purchases.

Recently, he says, the Army asked for bids on cement and received two identical bids. Later, a firm outside the territory offered a much lower bid and then the original bidders wanted the bidding re-opened, promising even lower bids. Concentration of control in many industries, such as aluminum, automobile, meat packing, cans, cement and steel are reported by W. P. Kelly, chief counsel for the Federal Trade Commission.

## CROSS ROADS NEWS

Ray Hollowell, of Portsmouth, Va., and Carlyle Hollowell, of Fort Jackson, S. C., spent the week-end with Mr. and Mrs. Ralph Hollowell.

Mr. and Mrs. C. J. Hollowell and son, Mr. and Mrs. J. C. Leary, Mr. and Mrs. Wilbur Hollowell and children, Mr. and Mrs. Louis Corprew and son visited Mr. and Mrs. Ralph Hollowell Saturday evening.

Mr. and Mrs. J. C. Leary visited Mr. and Mrs. C. J. Hollowell Sunday evening.

Mr. and Mrs. W. A. Perry called on Mr. and Mrs. W. F. Perry and children one evening last week.

Mr. and Mrs. Pete Forehand visited relatives in the Macedonia section Sunday afternoon.

Mr. and Mrs. E. N. Elliott visited Mr. and Mrs. J. W. Elliott, in Suffolk, Va., Sunday afternoon.

Eugene Perry, of Norfolk, Va., spent the weekend with his parents, Mr. and Mrs. W. A. Perry.

Miss Pennie Hollowell is visiting Mr. and Mrs. Wilbur Hollowell.

Mr. and Mrs. Luke Hollowell, of Portsmouth, Va., Mrs. Lena Asbell and daughters, Winona and Dorothy Ann, visited Mr. and Mrs. B. M. Hollowell, Sr., Sunday afternoon.

Mr. and Mrs. Edna Asbell called on Mr. and Mrs. E. M. Hollowell, Sr. Monday evening.

Mr. and Mrs. A. S. Bush and their daughter, Miss Louise, visited with Mrs. Lula Rountree, of Hobbsville, Monday evening.

Ray Byrum, of Fort Jackson, S. C., spent the week-end with his parents, Mr. and Mrs. Ernest Byrum.

The little daughter of Mr. and Mrs. Bertram Byrum is quite ill, being threatened with pneumonia.

Mr. and Mrs. H. N. Morris, of Raleigh, spent several days last week with Mr. and Mrs. E. N. Elliott.

Mrs. B. W. Evans visited Mrs. John Small, in Edenton, on Friday

evening.

C. P. Palmer spent Saturday night with Mr. and Mrs. E. N. Elliott. Mr. Palmer was enroute to his home at Kilmarnock, Va., after spending the past three months in Florida.

Mrs. Lindsay Evans spent the week-end in Siler City with Mrs. Sam Bivens.

Mr. and Mrs. H. D. Morris and Mrs. E. N. Elliott visited Mr. and Mrs. A. M. Forehand Wednesday evening.

Miss Dorothy Bragg spent the week-end with her parents at Stem. Mr. and Mrs. E. N. Elliott and guests, Mr. and Mrs. H. D. Morris, spent Thursday in Norfolk, Va.

Mr. and Mrs. Isaac Jordan, Jr. and children spent Sunday in Norfolk, Va., and visited their son, Lester Jordan, at General Hospital. He was operated on Saturday for acute appendicitis.

Miss Helen Blanchard and Nick Vouklas, of Norfolk, Va., were supper guests of Mrs. C. W. Blanchard, Sunday evening.

Mr. and Mrs. Fred White and children visited Mr. and Mrs. Isaac Jordan, Sr., Sunday afternoon.

Francis Hicks, Jr., of Edenton, spent Tuesday night with his grandparents, Mr. and Mrs. J. H. Dale.

Mr. and Mrs. H. C. Sullivan, of Hertford, spent Saturday evening with Mr. and Mrs. J. H. Dale.

Miss Katie Brooks and Clifton Dale, of Washington, N. C., spent Sunday with Mr. and Mrs. J. H. Dale.

Mr. and Mrs. S. F. Hicks and son, of Edenton, spent Sunday afternoon with Mr. and Mrs. J. H. Dale.

Mr. and Mrs. Earl Dale and children, of Suffolk, Va., visited Mr. and Mrs. Herbert Dale Sunday afternoon.

Mr. and Mrs. C. J. Hollowell visited Mrs. Joe Eason and family Sunday afternoon.

Mrs. C. J. Hollowell spent Wednesday with Mr. and Mrs. R. W. Leary, Sr., in Rocky Hook.

Miss Winona Asbell is spending this week in Portsmouth, Va., with Mr. and Mrs. Luke Hollowell.

Misses Eunice Hobbs, Marian

Finke and May Belle Edwards spent the week-end with Mrs. Carlie Adams, at Willow Springs.

Mrs. E. L. Winslow spent the week-end with Mr. and Mrs. Tyree Buck, at Winterville. On Sunday E. L. Winslow, Miss Eleanor Winslow and Mrs. R. H. Hollowell joined them for the day.

Miss Bonnie Rowe spent the week-end at her home in Elizabeth City. She was accompanied home by C. O. Myers.

Mrs. W. W. Bunch, Mrs. Ray

Hollowell and daughter visited Mrs. R. H. Hollowell Saturday afternoon.

Mr. and Mrs. Ernest Privott and son spent Sunday in Portsmouth, Va. Mr. and Mrs. Wood Privott, of Edenton, and Miss Frances Evans, of Jackson, visited Mr. and Mrs. B. W. Evans Sunday afternoon.

Mrs. Z. W. Evans and Jess Wilson spent Sunday with Mr. and Mrs. E. W. Evans.

George E. Goodwin, who has been confined to his room for a week, is able to be out.

# LET US WRITE YOU



IF THEY'RE GOOD ENOUGH TO DRIVE IN ON THEY'RE VALUABLE TO US. SEE HOW MUCH ACTUAL CASH WE CAN GIVE YOU FOR THEM ON THE PURCHASE OF NEW U.S. TIRES

We're offering big cash savings on your old tires—and we'll apply these savings to new U.S. Safety Tires. That's real news—especially when you consider that you're getting genuine U.S. Tires—famous for their extra skid and blowout protection, their extra long mileage. Take advantage of this amazing offer now.



Save the Sign of Safety

SMOOTH 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.

## Uncle Natchel says—

IT'S GOOD BECAUSE IT'S NATCHEL— AND NATCHEL THINGS IS BEST



YES, CHILEAN SODA is good because it's "Natchel"—the only natural nitrate in the world. It's good for all crops, before planting or after. It's particularly profitable for side-dressing and top-dressing. It acts quickly, picks the crop up and pushes it to early maturity. Use Natural Chilean Soda under your crops... for top-dressing and side-dressing, too. Give them the full benefit of all its natural fertilizing and soil-improving qualities.

Be sure you get NATURAL CHILEAN NITRATE OF SODA

ON YOUR RADIO: ENJOY UNCLE NATCHEL'S PROGRAM EVERY SUNDAY

## TAYLOR THEATRE

EDENTON, N. C.  
WE HAVE THE SHOWS

Friday, Feb. 28—

James Stewart and Hedy Lamarr

—in—

"COME LIVE WITH ME"

Saturday, March 1—

Gene Autry and Snively Burnette

—in—

"RIDIN' ON A RAINBOW"

Sunday, March 2—

Rosalind Russell and Melvyn Douglas in

"THIS THING CALLED LOVE"

Monday and Tuesday, March 3-4—

Carole Landis, John Hubbard, Patsy Kelly and Charles

Butterworth in

"ROAD SHOW"

Wednesday, March 5—

Double Feature 10c and 20c

Lloyd Nolan in

"BEHIND THE NEWS"

Frank Morgan in

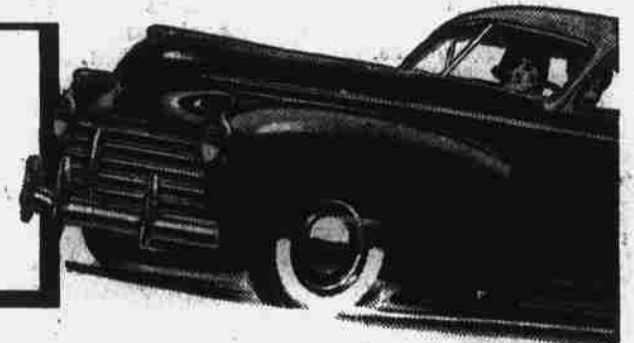
"WILD MAN FROM BORNEO"

Coming Thurs. and Fri. Mar. 6-7—

"THE PHILADELPHIA STORY"

# COME IN—DISCOVER A NEW DRIVING WORLD!

Try Fluid Driving in a CHRYSLER!



You'll uncover a new thrill... when you take your first ride in a Fluid Drive Chrysler with Vacuumatic transmission!

You always knew that there would be a car like this some day. So silent... so swift... so smooth! And no work to interfere with

your pleasure, in town or country!

You touch the throttle to go... touch the brake to stop! You halt at a stop street and start up again without touching clutch or gear-shift! Driving through traffic is

BE MODERN WITH FLUID DRIVE—BUY CHRYSLER!

just one thrill after another!

Try it. Drive a Fluid Drive Chrysler with a Spitfire engine and a new Airflow body that's tailored to your taste! Come in... discover a new driving world!

## AUTO AND PERSONAL LOANS

See Us Personally Before Purchasing an Automobile. No Investigation Charge.

PERSONAL LOANS FOR EVERY NEED

HERTFORD BANKING COMPANY

MEMBER FDIC HERTFORD, N. C.

# TOWE MOTOR CO.

Hertford, N. C.