

WASHINGTON

Army's Manoeuvres in Arctic To Test Personnel and Material

The United States Army is planning a series of manoeuvres in the Arctic region and already ground forces are assembling in Alaska for the experiment designed to test the effect of cold on personnel and every type of equipment.

The exercises will begin in November and last through February. Temperatures down to sixty degrees below zero will be encountered. It is desired to test such things as unprotected field rations, the hydraulic systems in gun recoil cylinders, motor vehicles and tanks. Also, the behavior of explosives, rockets, guided-missiles and other weapons will be studied.

The institution of such exercises represents an intelligent precaution in connection with the possibility of war. They do not mean, as some pacifists would assert, that the United States is planning to launch a military expedition into the Arctic. However, it is necessary for this country, if it is to have a well-rounded military force, to experiment in various regions, including cold and hot climates,

for the purpose of ascertaining the behavior of men and material.

"Experts" Believe Inflation Near End in U. S.

The "experts", that anonymous group of wise individuals so often quoted, are recorded as believing that the recent break in the stock market was the first sign that the nation is about to shed its inflationary processes for a developing decline in prices.

While current price trends remain pointed upward, living costs increasing and people thinking in terms of a never-ending boom, there are facts which are appraised as warning signs by the mythical boys who read the future.

Wheat and corn are quoted for May at much lower than recent prices. So are other farm products. Whether this is due to an expected surplus-production, or to latent forces that control the nation's economic cycle, is the question.

In the industrial field the wise men say that inventories are increasing but that orders are declining. This is likewise termed a "caution". Similarly, it is said that inflationary

we have called attention to these "guns" without attempting to outline the future. It is anybody's guess. That the cycle of prices is above normal, as we have hitherto understood the term, is apparent.

The old rule of "what goes up must come down" is still a good guide.

"Little Pearl Harbor" Responsibility Not Yet Decided

Not many Americans realize that the nation lost more airplanes in the little Pearl Harbor than occurred in the Philippines than it did in the attack upon Honolulu. Moreover, there was less excuse for surprise in the islands because news of the attack upon Pearl Harbor had been received.

The mystery as to who was responsible for the loss of our B-17's in the Philippines has not been officially cleared but Lieut. Gen. Lewis H. Brereton, air commander in the islands at the time, says in a recently published book that he was not responsible for the disaster which virtually wiped out our entire striking force in the Philippines.

Gen. Brereton makes the point that on Dec. 8, which was Pearl Harbor day in the Philippines, he requested permission to attack Formosa with his big planes but that permission to make the attack was withheld by Gens. MacArthur and Sutherland, his chief of staff, for so long that most of the B-17's were caught on the ground in a Japanese air attack.

Gen. Brereton also says that before going to the Philippines, five weeks before Pearl Harbor, he warned Air Force leaders of the danger of having the big planes on the islands without air warning services and fighter protection. He also says that "everyone in the military service" agreed that in the event of war with Japan, the Hawaiian Islands would be the "most probable target".

This is interesting because the investigation into the sad affair at Pearl Harbor did not seem to produce witnesses to testify to such a belief. Instead, it seemed that the leaders expected the Japanese to move against the Philippines and Malaya. Gen. Brereton gives it as his opinion, before the attack, that our installations in Hawaii were very vulnerable to a strong combined sea and air attack unless they could be materially strengthened.

"Take Profits Out of War" Legislation Necessary

The declaration of Henry Kaiser that he knows of no country "that ever won a war except under the profit system" is moderated by the declaration that when Congress can figure out a way to prevent wartime profits, "it'll be for it."

It should not be overlooked by those who served in the armed forces, that Mr. Kaiser was referring to the method by which a Government manages to secure the weapons, equipment and paraphernalia that

way to instill patriotism into money and, besides, no government has a way to coerce money to perform its bidding.

We would certainly favor legislation to prevent some individuals and corporations from waxing rich while millions of men offer their lives in defense of their country, and, incidentally, in defense of the wealth of those who make profits of producing war goods. However, in the event that a nation is unable to prevent war profits, there is no reason whatever why it should not attempt to recoup these profits to as great a degree as possible.

In time, no doubt, there will be laws to provide for the immediate seizure of necessary industries in the event of war and the utilization of the material wealth of a nation in its defense. If a nation has the right to take a young man into the armed services and make him fight the enemy at the risk of his life, it ought to have the power to acquire the physical properties that it needs for successful defense. Some nations have approached this, to a degree, by using a capital tax levy to assist in the financing of a struggle.

Price Control Not Responsible For Present Meat Shortage

The present shortage of meat is the subject of considerable controversy, with politicians in both parties seeking to put the blame on those in the other. With the November 5th Congressional election only four weeks away, the issue packs a punch which the politicians cannot ignore.

Nevertheless, in connection with the shortage, it is well to point out that in the period from July 1 to September 9, when price controls were not in effect, there was a selling spree. Prices surged upward and animals were rushed to the market, so that about 13,500,000 were slaughtered, as compared with 11,500,000 in the same months of 1945.

President Truman points out that this "flood of meat" was bound "to mean a shortage" later on. He intimates that an increase in prices or the abandonment of control at the present time would precipitate another rush to market but it would also mean an inevitable shortage in subsequent months.

This is the background necessary to understand the importance of continuing price controls. Experts assert that there are, at the present time, in the hands of growers and feeders, about 52,000,000 head of cattle, or enough to give every person in the United States a pound of steak a day for eighty-four days. However, there is no eagerness to sell. Feed crops, especially corn, are abundant and this encourages growers and feeders to hold on to livestock in anticipation of a more favorable market.

This anticipation is encouraged and increased by political demands

mean suspension of price regulations, the growers and feeders will hold to their livestock.

Cuts in Armed Service Efficiency Not Real U. S. Economy

Responding to budgetary limitations, the Army expects to release 85,000 officers and the Navy to drop 40,000 civilian employes by the end of the year.

We are thoroughly in favor of economy in the operation of the Federal establishment and, in order not to be misunderstood, express the belief that there is room for some economy in connection with our armed forces.

Nevertheless, as a matter of principle, neither the Army nor the Navy should be required to conform to demands for economy. Our defense forces should be projected in the interest of national safety and security, not on the basis of a temporary desire to save dollars in order to balance the national budget or to reduce taxes.

Somewhere in the realm of official authority, there should be competent sources to determine what this country should do in connection with national defense. When the plan has been completed, it should be the business of Army and Navy officers to

reduction, reduction in personnel and budget-balancing.

HEIGHTENED HOPE FOR ALCOHOLICS

America's chronic drunkards, once shunned as social outcasts, are being redeemed by a new, humane treatment that restores them to health and respectability. Look for this revealing story in the October 27th issue of **THE AMERICAN WEEKLY** Nation's Favorite Magazine With **THE BALTIMORE SUNDAY AMERICAN** Order From Your Local Newsdealer

IS YOUR LIVER CRYING FOR HELP

because of constipation or faulty digestion? If you feel bilious, sour, bloated with gas, headachy, blue, grouchy, you may be putting too big a burden on your liver. Retained undigested food becomes putrefactive, causes toxins, which overload the liver, keeping it from working properly. Then is the time to relieve your tired liver by letting Calotabs help nature sweep the putrefactive and partially digested matter from your stomach and intestines. Nothing acts just like good old Calotabs. Use as directed. 10c and 25c at your druggists.

Take CALOTABS



**When You Drive—
YOUR HOME,
YOUR SAVINGS,
YOUR EARNINGS FOR
YEARS TO COME
RIDE WITH YOU**

That's the reason why "full-coverage" automobile insurance protection is a necessity. Without full protection, one automobile accident may take everything you own and your earnings for years to come. Don't take a chance—insure today with a "full-coverage" policy offered by the Farm Bureau Mutual Automobile Insurance Company. It's the economical way to prevent financial loss.

For complete information, call

SEE RILEY MONDS, JR., Agent

HERTFORD LIVESTOCK & SUPPLY CO.

Farm Bureau Mutual Automobile Insurance Company

Farm Bureau Mutual Fire Insurance Company

HOME OFFICE—COLUMBUS, OHIO

PHONE 2501

HERTFORD, N. C.

SERVING THROUGH COURTESY

**See Your U. S. Tire Dealer
Today**



**TAKE A DEMONSTRATION RIDE ON
TOMORROW'S GREAT NEW PREMIUM TIRE**



If you drive a car, you should discover what it means to ride on the new U. S. Royal Air Ride Tire. And you can do just that—today! Although the Air Ride has not yet been released for sale, your U. S. Tire Dealer is waiting now to take you for a demonstration ride in an Air Ride-equipped car... waiting to let you experience an entirely new and thrilling kind of tire performance!

Try a sudden stop. The Air Ride stops fast! For it has the exclusive U. S. Royal Brake Action Tread—with literally thousands of air-gripping, swirl-cutting tread surfaces to wipe away road film and bring you to a safe, straight-line stop. There never has been a tire like this before. Building the Air Ride requires new molds, new machinery, new methods—but we hope it won't be too long before the Air Ride is offered for regular sale. See your U. S. Tire Dealer today—actually ride on this dramatically different premium tire—prove for yourself that the Air Ride is the tire you'll want to ride on for keeps!

Hertford Oil Company
Hertford, N. C.
UNITED STATES RUBBER COMPANY

**most important
of all cars to you are...**

**THE
CAR YOU'RE
DRIVING
NOW**

**and your
forthcoming
NEW
CHEVROLET**



KEEP IT WELL SERVICED by bringing it to our modern Chevrolet Service Headquarters at regular intervals, and gain these practical advantages: (1) safeguard your present transportation; (2) avoid the major breakdowns which so often hit old cars in cold weather; (3) save money by preventing serious troubles and repair bills; and (4) maintain the resale value of your car. Remember—we're members of America's foremost automotive service organization; and motorist after motorist will tell you, **OUR CAR-SERVICE IS YOUR BEST CAR-SAVER.** Come in—today!



REST ASSURED THAT WE'LL MAKE DELIVERY of your new Chevrolet just as quickly as we can, although it's impossible to give accurate estimates of delivery dates. We're getting our fair share of Chevrolet's current output, but production is still running far below normal, even though Chevrolet built more cars and trucks than any other manufacturer during the third quarter of 1946. Meanwhile, our sincere thanks to you for waiting for delivery—and our assurance that your patience will be well rewarded when you take possession of this car, giving **BIG-CAR QUALITY AT LOW COST!**

Hollowell Chevrolet Co.
HERTFORD, N. C.