

ISOLATION IN FACT

American isolation in world affairs has been intensified by the recent development in Europe. As a result, there is almost complete unanimity in the prediction that Congress will speed passage of the President's naval construction program. In fact, it would not be surprising if the bill, in addition, provides for several auxiliaries recommended by Admiral Leahy.

That the surprising reversal of British determination to go ahead the part of Secretary Hull and other officials, denying any understanding or agreement with Great Britain involving the use of the American fleet under any circumstances, leads some observers to the opinion that the British got tired of waiting for cooperation from the American democracy and decided that it must arrange its affairs without regard to the United States.

On this side of the Atlantic, the determination emphasizes the isolation of the United States and makes plain the necessity of adequate defense against all contingencies. The United States, having repeatedly asserted that it preferred to face the world alone, is taken at its word and permitted to make its own plans.

MEANS BIGGER NAVY

The House Committee on Naval Affairs, as its hearings drew to a close, heard Rear Admiral William G. Du Bose, Chief of the Naval Bureau of Construction and Repair, declare that the new 35,000-ton battleships now building are actually larger than the 43,200 ton battleships which were scrapped under the provisions of the Washington Treaty for the limitation of naval armaments. At that time, the Montana and other ships of the 43,200-ton class, under construction when the limitation pact was signed, based their tonnage on the ship's fuel capacity and full loaded with supplies and ammunition. The tonnage of the 35,000-ton ships now building does not include the weight of fuel, stores or supplies of any kind. The North Carolina and Washington, now being built will be 714 feet long and 108 feet wide. The scrapped battleships would have been 624 feet long and 104.8 feet wide.

ABOUT BATTLESHIPS

Admiral Du Bose was questioned by the Committee in regard to the passage of battleships through the Panama Canal and gave his opinion that it would be possible to build a 60,000-ton ship that would go through the Canal. He pointed out that every battleship in the Navy will be over-age by 1949 and all but two of them by 1947. The fleet now, he said, is twelve and not fifteen ships, as the New York, the Texas and the Arkansas have already been delegated to training service duty. He expressed the opinion that the Pennsylvania, the Arizona and the Oklahoma, now with the fleet, are already obsolete.

When asked how long it would take to accomplish the projected fleet expansion, Admiral Du Bose replied, "from eight to ten years" with existing facilities for construction. It would be possible, however, he said, to use the three navy yards and the three private yards, equipped to build battleships, provided additional equipment is installed, to lay down three battleships a year over a four-year period.

LYNCHING BILL LOST

The Wagner-Van Nuys Anti-Lynching bill was laid aside last week by the Senate which voted 58-22 to take up the \$250,000,000 Emergency Relief resolution. Blocked for almost six weeks by the fight of Southern senators, the bill was given up some weeks ago. Twice the Senate refused to apply cloture which was the only way to put an end to the endless speeches made against it.

NORRIS PRAISES SOUTH

One of the surprising features of the last day's debate was the speech of Senator George W. Norris, Independent Republican of Nebraska, who lined up with Senator Borah of Idaho in opposing the measure on its merits. On only one point did the Nebraskan differ with the Idahoan. He thought the measure was constitutional but that "it ought never to be enacted in the law." Recalling the "tragic era" of reconstruction in the South, with "carpet-bagger control of those states," and the "misery and ruin" in that section after the War, the Nebraskan declared that "we have forgotten those days," but "this bill would revive it all." (Turn to page five, please)

Wallace Sutton was killed in an automobile

—accident Saturday night, when the car in which he was riding left the road and ran into a bank alongside

the road, near the residence of Johnson Wyatt, a few miles west of Sparta. Sutton's skull, according to reports, was crushed between the top of the car and the bank.

The automobile was driven by Coy Collins, formerly of the Cox's Chapel section of Grayson county, Virginia, who now lives on the Piney Creek road. A young boy was also riding in the car at the time of the accident.

Mack Roberts, Alleghany county coroner, and Earl McMichael, solicitor of the eleventh judicial district of North Carolina, made an investigation and came to the conclusion that the immediate cause of Sutton's death was the crushed condition of his skull.

A warrant was issued and Collins was arrested and placed under bond in the sum of \$1,000, for his appearance at a preliminary hearing to be held here next Tuesday morning, March 8, at ten o'clock. Three charges now face Collins—one of driving while under the influence of intoxicating beverages, one of involuntary manslaughter and one of failing to render aid in such a case, as prescribed by law.

The deceased man, who was about 45 years of age at the time of his death, resided near Piney Creek. He is survived by the widow and two small children.

Funerary services and interment were held Monday at Cox's Chapel.

Almost 40,000 N. C. youths have received

—training for future vocations, subsistence for themselves, allotments for their dependents or relatives,

mental and physical advantages and opportunities, and many other benefits from enlisting in Civilian Conservation Corps camps in North Carolina during the last five years, according to T. L. Grier, State Superintendent of CCC Selection.

Grier, who has been associated with the selection division since the beginning of the program in April, 1933, thinks that the value of the CCC cannot be measured in terms of dollars and cents, but is emphatically confident that thousands of North Carolina youths have been given a new lease on life through their connection with the camps scattered throughout the state.

"I could tell you of many instances where young men frequently down-hearted and dispirited because of their inability to obtain work," Grier said recently, "have come to us and enrolled in the CCC and recovered their self-respect, in addition to earning their livelihood and living in an atmosphere that tended to improve their mental, moral, physical and spiritual attitudes. That is why I take so much interest in my work. It is a real pleasure and privilege to have a part in rehabilitating our young men, and in seeing them fit themselves for the battles of life."

"I am very happy over the fact that President Roosevelt has intimated that the CCC will become a permanent part of the national government," Grier continued. "I can't conceive of anything that has been of more real benefit to our young men than that program. During the depression years, thousands of them were roaming the roads and highways of our country, desperate because of their inability to obtain work. Now, all that is changed for the young man who really is honest and wants to earn his own livelihood and prepare himself for better things."

The United States Department of Labor, the North Carolina State Board of Charities and Public Welfare, and the 100 local Departments of Public Welfare, which act as selecting agencies, are interested primarily in the (turn to page 8, please)

A meeting is to be held March 8 in Sparta

—at the court house, beginning at 10 a. m., for consideration of the question of erecting a monument in memory of Confederate and World war veterans.

All interested persons are urged to be present at the meeting.

Consideration of the interior department bill

—to appropriate \$125,000,000 for the Blue Ridge parkway and for general support of Cherokee Indians

in North Carolina was begun in the national House of Representatives a few days ago. The bill would provide \$2,500,000 for the parkway and \$86,000 for Indians.

Funds for continuing construction work on the Blue Ridge parkway are included in the \$4,000,000 item covering both the Blue Ridge and Natchez Trace parkways. Under the bill, \$2,500,000 will go to the Blue Ridge and \$1,500,000 to the Natchez Trace parkway.

Last year, after a bitter fight in the House, Congress appropriated \$6,000,000 to continue construction on both the Blue Ridge and Natchez Trace parkways. This year the fund was reduced to \$4,000,000 with the Blue Ridge parkway taking the entire cut—\$2,000,000. This figure, however, is in keeping with the recommendation of the budget bureau and will enable the National Park Service to continue construction on both parkways in a normal manner.

Hearings on the Interior Department bill revealed that the National Park Service has completed plans for five roadside parks along the Blue Ridge parkway at the Bluff's, Cumberland Knob, Rocky Knob, Smart View, and Pine Spur, and that they will be made self-supporting by charging a fee for traveling over the parkway.

Discussing the development of these roadside recreational areas with Representative Robert F. Rich at the hearings, A. E. Demaray, associate director of the National Park Service, said the park service will eventually take over maintenance of these areas, but that "they will be completely self-supporting when a fee is charged."

"I am certain there will be a fee established, and there is no question about its being self-supporting," said Demaray, as he explained the intention to charge an automobile license fee when additional roads have been constructed.

Demaray explained that entry charges for national parks were based on road mileage within the various park areas, as Representative Charles H. Leavy, of Washington, recommended a policy of uniform charges throughout the country's parks.

"The schedule of fees submitted to the committee last year was presented to the secretary," said Demaray. "The secretary conferred with the president as to the desirability of putting it into effect immediately, in view of the pending reorganization of the government departments."

"I believe his feeling was that with the other bureaus of other departments of the government not charging fees for recreation, it would place the Interior department at a great disadvantage if fees in the case of the national parks and national monuments were at this time increased."

The leading romantic legend of Hollywood

—linking the names of glamorous Greta Garbo, Swedish screen star, and Leopold Stokowski, white-haired conductor of the Philadelphia Symphony orchestra, was partly confirmed Tuesday night when it was disclosed that the two have been spending a vacation together at the Village of Ravello, overlooking the gulf of Salerno, near Naples, Italy.

The glamorous star, whose real name is Margaret Louisa Gustafson, and Stokowski spent Tuesday on the romantic Isle of Capri, after a motorboat trip from Sorrento.

Study Super Highway Proposal



WASHINGTON D. C. . . A subcommittee of the Senate Banking and Currency Committee studies the Bulkley Super Highway bill which provides for the building of two million dollars worth of super highways. Two transcontinental and four North-to-South high-speed motor roads would be self liquidating. Left to right: Senator John G. Townsend, Jr., Senator Herbert E. Hitchcock; Senator Robert J. Bulkley, sponsor of the bill; Senator Prentiss M. Brown and Senator William G. McAdoo.

Edith Maxwell's mother will not face a jury

—to answer for the death of her husband, Trigg Maxwell, despite the fact that she was jointly indicted

with her daughter, charged with the murder.

When the case of Mrs. Anne Maxwell is called in Wise circuit court, April 5, Commonwealth's Attorney Fred B. Greear, who prosecuted the daughter, will probably move the court to nolle prosequere the case.

"I don't have sufficient evidence to prosecute the case," Mr. Greear said, "and because she is the mother of Edith, already convicted of the death of Trigg Maxwell, the mother could not, under Virginia law, be guilty of accessory after the fact, the law not permitting prosecution of a parent" in such a case.

Mrs. Maxwell has already been advised by Mr. Greear, by letter, of his present intentions in the case. She is living in Richmond, and advised Mr. Greear, in a letter that Earl, her son, had returned to New York, and that she was alone with her smaller child.

Congress will receive a message soon

—from President Roosevelt, dealing with monopolies, the chief executive said Tuesday, after a conference

of an hour and a half with Attorney General Homer S. Cummings and other high "trust-busting" officials.

He cautioned reporters at his press conference not to forecast that the communication will be dispatched to the Capitol this week or next. Questioned about his attitude toward business demands for revision of the national labor relations act, Mr. Roosevelt said he regarded all legislation as evolutionary and hoped various acts would be amended whenever necessary.

Others who conferred with the president on the anti-trust situation were Assistant Attorney General Robert H. Jackson, solicitor-general designate who has directed prosecution of monopolists, and Chairman William Douglas of the Securities and Exchange Commission. Neither the Chief Executive nor the conferees would reveal the details of their talk.

At the Capitol the administration's new revenue bill was introduced in the House an hour after Bernard M. Baruch, New York financier, had warned a Senate committee that the new deal will be justly blamed for prolonging the recession unless prompt and ungrudging tax relief is given to business.

Baruch at his second appearance in 48 hours before the Senate unemployment investigating committee, also demanded that (turn to page 8, please)

Concessions will be allowed, if they are private

—along the Blue Ridge parkway, to care for the needs of travelers, according to statements of National

Park service officials in the hearings on the Interior department's appropriation bill released recently. However, no definite plan has been accepted yet.

A. E. Demaray, associate director of the National Park Service, appearing before an appropriations subcommittee, admitted the need for supplying motor and restaurant service to park visitors, but pointed out that the only way the park service can insure these services is by granting concessions to private operators. He added that an effort was also being made to prevent business from being shunted away from local establishments in the parkway territory.

"There have been no concessions worked out at the present time," Demaray said, "but in the planning of these parkways, there have been included plans for developing certain areas in which there will be gas stations and places where meals would be served. There will be others where overnight accommodations may be provided."

"In working out the plans, we have tried to give consideration to the fact that there are now nearby communities which are well located, and where visitors have been going for many years. We want visitors to leave the parkway and secure their major necessities in those places."

"For instance, there is Blowing Rock, which has been a noted summer resort for a long time, and Linville Falls, as well as numerous other attractive places. Instead of diverting visitors from those places, we hope they will continue to stop there."

Final settlement was confirmed in Greensboro

—late last week for four tracts of land in Alleghany and Wilkes counties in condemnation proceedings af-

fecting a total of 5,136 acres of land involved in the right-of-way for the Blue Ridge parkway connecting the national parks. The settlement was confirmed when an order was signed in United States district court in Greensboro by Judge Johnson J. Hayes.

One order approved payment of \$2,000 to F. B. Caudill, of Absher; \$1,000 to the heirs of Martin and Carolyn Brinegar; \$630 to George Richardson, of Laurel Springs, and \$75 to Robert Caudill, of Laurel Springs.

Another order set 10 a. m. yesterday (Wednesday) as the date for a hearing at Wilkesboro at which other property owners affected in the condemnation proceedings could take exception to the condemnation awards.

R. L. Doughton Announced Sat. That He Would Be A Candidate For Reelection

—to his seat in Congress, thus announcing himself a candidate for a fifteenth term in the lower house of the national legislature, representing the

Ninth North Carolina district. The veteran House member, who is chairman of the powerful ways and means committee, Saturday afternoon called newspaper correspondents for North Carolina papers to his office and announced his decision to remain in Congress for another term.

Slaughter on the highways must stop

—asserted Governor Clyde Roark Hoey Tuesday as he designated the week beginning Sunday, March 6, as "Safety Week in North Carolina."

Pointing out that an average of nearly three persons are killed daily in motor vehicle accidents in the state, the Governor called on the "whole citizenship of North Carolina to make this week tell mightily in the promotion of public safety on our highways throughout the entire year."

"A safety program, designed to protect your life and the life of your child," will be announced during the week, the governor said.

His statement follows, in part: "The State Association of County Commissioners and the highway safety division are jointly promoting this special period of safety observance."

"I am asking every minister in the state to call attention in the Sunday service to this important matter and urge compliance with the rules of safety by every person who drives a motor vehicle and every person who walks or travels in any other way upon the public roads. The same appeal should be made in every public school and college. The civic clubs are urged to conduct safety programs and otherwise aid in making all the people safety conscious."

"The need for a safety program is great. The policy is education for those who would be reasonable and enforcement for those who will not."

"The slaughter on the highways must cease. The death rate can be lessened. It has been appalling for several years. Last year 1,123 people were killed on the highways of this state, an average of nearly three persons a day, and 7,990 were injured. North Carolina's record is bad in this particular, and it must be improved. For the whole eighteen months in which our soldiers participated in the World War only 6,299 from North Carolina were killed in battle, while nearly twice that many die in peace times by accidents on our highways, in one year."

"The National Safety Council states that we have reduced our percentage of deaths over the last three years 14 per cent, based upon the number of cars licensed and the amount of gasoline consumed."

"This is not enough—we are still one of the ten worst states for fatal accidents. It is encouraging to know that the past January was the best January in five years from the standpoint of accidents."

General Pershing was aided in his fight

—for life during the past several days by a stout heart—the heart that carried him through two major

wars and countless skirmishes and his strong heart is now holding the answer to whether or not the veteran soldier will rise from the sick bed where he has been confined for the past several days in Tucson, Ariz.

Pershing has made a remarkable return from the edge of death in the last 48 hours, but doctors still kept in mind Tuesday the possibility that things can happen and happen suddenly to a man of 77 years who has (turn to page 8, please)

Children are assets of the state of N. C.

—said Governor Clyde R. Hoey Tuesday night in a speech delivered in Tarboro at the dedication of the new Central high school auditorium. The chief executive said, in part: "North Carolina is a rural agricultural state and raises a diversification of crops but none as important as its crop of children. Cotton and tobacco crops increase in value or decrease in bad years but the crop of children raised in this state is its greatest future asset and they need now more than ever training in citizenship, such as commercial and music courses for boys and practical education for girls."

Governor Hoey said that 75 per cent of the students who are graduated annually from high schools do not attend college. "It is our duty," he said, "to have a high school curriculum fitted so that the remaining 25 per cent may enter college and the other 75 per cent may follow useful and practical courses to fit them for their life work."

Earlier Governor Hoey attended a civic dinner and afterwards he was honor guest at the Governor's ball in the gymnasium.