

The Clinton Chronicle

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CLINTON, S. C., THURSDAY, JUNE 11, 1942

Not A Rosy Future

The commencement season, always an event of interest to thousands of young men and women, has come and gone, but it did not carry the usual color or optimistic ring this year. Graduation speakers could not paint pictures of a rosy future. They didn't know—neither does anyone else—what the future is going to be. High school students were not in a frame of mind to proclaim that "beyond the Alps lies Italy." Politically, culturally, spiritually, the world looks rather dark right now but the horizon is beginning to brighten and there will come a better day.

The cause for this depressed feeling, of course, is the world war. Thousands of young men receiving their diplomas have been rushed immediately into army, navy or marine services. Thousands of others will be confronting draft boards and facing induction into army camps.

All this means that the world in which today's young people find themselves is far from a perfect world. In many ways is a malevolent, a savage world.

But history reveals that every generation must make its own world. This has, and always will be true.

Individual Rights Gone

The old-fashioned callopie made its return last week to the greatest show on earth, Ringling Brothers-Barnum and Bailey, in Philadelphia.

Here is what happened. The show's contract with the musicians' union expired last Monday night and the union asked and demanded a \$2.50 raise for each bandman. The leader, Merle Evans, who hadn't missed a performance in 24 years until then, said the members of the band were satisfied with their pay and wanted to play but the union wouldn't permit it. They stayed away, reluctantly, he said, so the strike would not spread to any other groups that make up the big show. President North said the circus will get along for the remainder of the season without the band now out on strike upon union orders.

Where is the individual's boasted freedom, the question naturally arises. Here is a group of musicians needed to help carry on a big business, all thrown out of work and compelled to obey and pay tribute to a labor union. Now they will go to the ranks of the unemployed and on unemployment compensation payrolls. The spectacle is a disgraceful one for which congress and the Washington administration are responsible.

We talk of Democracy and Constitutional rights, but they have become meaningless.

After the war is won we will have much more to fear than even now—if men are denied the right to make their living free of domination by labor, business or government.

The best hope of this country lies in men and women who are aware of what we must save—not profits, not position, not social security—but the right to work for oneself in the light of freedom. Net earnings may disappear entirely under the stress of war, or under the stress of destructive political agitation. But that loss is minor compared with the loss of the rights of individuals to carry on individual enterprises. There can be no freedom in this country without free enterprise and personal initiative. Outside of winning the war, the biggest thing we have to fight to save is our right to work or do business as free agents.

Most of us will have less net earnings from now on, but that is of infinitely less importance than perpetuating our right to make a livelihood, no matter how small, as the result of our individual work and ingenuity.

What this country is coming to, only the good Lord knows.

The Meaning Of the Flag

June 8-14 has been designated as "Flag Week" during which period the American people are asked to commemorate the 165th anniversary of the adoption of the Stars and Stripes as the emblem of the Union, "now and forever, one and inseparable."

Flag day was first proclaimed by President Woodrow Wilson in May, 1916, when we were on the brink of war. The matchless Wilson said that it would be observed as a day on which we Americans might "rededicate ourselves to the nation, one and inseparable." With the same feeling President Roosevelt has asked the American people to observe this week with suitable ceremonies and to keep the flag flying in respect to General MacArthur and the men defending our liberty.

Authorized by the Continental congress 165 years ago June 14, the flag of the United States has undergone slow modification until it assumed its present design of 48 stars

and 13 alternate red and white stripes. The last change in the present flag occurred in 1912 when Arizona was admitted to the Union.

One of the most persistent historical myths concerning the flag is that of Betsy Ross. It has been definitely disproved, with the department of state, war and navy concurring, that she did not make the first flag.

Today, through historical research, much credence is given to the possibility that Francis Hopkinson of New Jersey was the possible flag designer. It is said that the flag was first flown possibly at Fort Mifflin, New York, on August 16, 1777. Still others say that it is possible the flag was first flown at Fort Mifflin that same year.

The flag itself tells a thrilling story to all. The red stripes proclaim the steady courage which the men and women of this nation have displayed in building these United States. The white stripes represent liberty—marking the American flag as a sure sign of personal and religious freedom. Loyalty is represented by the blue field. The white stars represent the history, or tell the story of the 48 sovereign states which have entered the Union.

If and when a new state enters the Union, congress has decreed, according to the law of June 14, 1777, that the additional star will be placed in the field of blue the Fourth of July following its admission as a state.

Every state in the Union, the District of Columbia, and the territories of Hawaii and Alaska have laws prohibiting the abuse, misuse, or desecration of the United States flag. Puerto Rico, too, has a somewhat similar law. Altogether there are 20 definite days on which the flag should be displayed. At the present time a bill is pending in the national house to make Flag day a national holiday in the same manner as Armistice day.

The red, white and blue is our guarantee, as individuals and as a nation—that liberty shall not perish from the earth. Old Glory will wave, defy and conquer all dictators.

THE NATIONAL SCENE As Washington Sees It

Special to The Chronicle.

Washington, June 9.—The most politically minded of the New Dealers—the ones who have never been able to subordinate "party" to the war effort—are worried over the President's decision to make a drastic cut in the appropriation for the WPA, which they always have recognized as a super vote-producing organization. And they are showing even greater alarm over Leon Henderson's unwillingness to appoint the "right people" to jobs in the nationwide price administration organization which he is building up.

The President has said that war jobs make it possible to reduce the size of the WPA from an employment enrollment of around 800,000 to half that number and he has recommended reducing the funds for WPA by \$185,000,000. Although the WPA claims to have accomplished a lot of good work, the records have always indicated that the cost was all out of proportion to the work done and the organization has been the leading butt of New Deal critics. Among the claims of WPA are that it has constructed 200 airfields and over 2,000,000 feet of airplane runways, has built or improved over 500,000 miles of roads, has constructed 69,000 highway bridges, and improved thousands of parks.

Although many New Deal congressmen realized that large expenditures for WPA, when there is a shortage in labor for war production, could not be justified, some hoped that a new organization, tied up with the war effort, might take its place. Realizing that rationing, price control, etc., is the biggest single domestic undertaking, they saw Mr. Henderson's Office of Price Administration as the best political opportunity. But they now complain that Mr. Henderson in many cases, is appointing their political enemies to important posts in his organization which may eventually include as many as 100,000 employees.

It is believed, however, that Mr. Henderson's absence of political considerations in making his appointments is endearing him to the public and that he has strong public support.

There have of course been many objections to his gasoline rationing plan, but in most cases the complaints are against unfair actions of local boards, motorists and gas station owners who are "getting away with murder" and against the proposals to extend gasoline rationing to states where the supply is plentiful.

If rationing is extended, the main purpose will be to conserve tires. But

the whole question of the public's continued use of automobiles is still due for considerably more analysis and clarification. Each day some new suggestion is made which revises thinking on the subject.

The most optimistic authorities here predict that some solution will be worked out on the tire situation, that plans for carrying gasoline to the East by inland waterways will be put through and that we will be able to continue to get both tires and gasoline throughout the war.

Under the sponsorship of the Small Business committee, Senator Ellender of Louisiana has introduced a bill into congress calling for legislation to furnish tires throughout the war to keep 20,000,000 automobiles running. The proposal is that these tires be made of reclaimed rubber, part of which will be obtained from the tires and tubes turned in by those seeking new tires. The committee claims that not more than two ounces of new rubber is needed to make a tire of reclaimed rubber, and states that if 3,500 tons of crude rubber are put aside for this purpose from our 750,000-ton stockpile, they can develop a system to collect all of the reclaimed rubber necessary.

This bill will reopen the whole discussion on the use of automobiles, the rubber situation having been considered a much greater problem than gasoline. But, since we are the only one of the United Nations which has any rubber stockpile and are consequently being called upon to fill the needs of other nations as well as our own, it is expected that war production authorities will show that the reclaimed rubber which could be used to make tires for 20,000,000 cars could be put to more effective use in filling war needs.

The public has been told so many things by so many different "authorities" that it has created utter confusion on this subject.

Speaking of the confusing and wasteful reports on activities in Washington, Senator Tydings, head of a special committee authorized to promote economy and efficiency in government, attacked the "daily deluge" of wasteful and expensive news releases on all subjects released by government publicity departments. Pointing out that many of these releases are "utterly worthless," he said:

"We are of the opinion that nearly all, and certainly one-half of these releases, should be discontinued during the war. These releases cost the government and the people of the United States millions of dollars a year, consume the services of hundreds of clerks and stenographers and duplicating-machine operators, the use of millions of dollars' worth of printing and duplicating machinery, and necessitate the utilization of thousands of square feet of office space besides adding unnecessarily to the housing and transportation congestion of the capital city of Washington."

Wartime Schedules Are Announced By Greyhound

Beginning Monday, June 15th, all buses operating on Atlantic Greyhound lines will be running on new wartime schedules, according to an announcement today by P. H. Brawner, Atlantic Greyhound traffic manager. A complete rearrangement of services is being made at this time to cooperate fully with the wartime program of the Office of Defense Transportation.

The important thing in times like these is that every bus should work full-time and that vital materials needed for the war effort should be saved in every possible way. To give America's war program the right-of-way, it has been found necessary to limit service where there is the least demand for it and to divert equipment to routes where it is most needed.

In making the announcement of the new changes, Mr. Brawner stressed the fact that many peacetime features of bus travel are of necessity being discontinued. For one thing operating speeds are somewhat reduced, and express and limited schedules are eliminated entirely. Second sections of regular schedules will not be operated unless there are a sufficient number of passengers to justify it.

With tire and gasoline rationing so much in the limelight today, Mr. Brawner stressed the fact that buses are aiding conservation greatly since they use only a fraction as much rubber and gasoline per passenger, per mile.

He also expressed the hope that all passengers would remember that wartime travel is not "travel as usual," and that they would make allowances if they were in any way inconvenienced, or crowded, or delayed.

COUNTY-TO-COUNTY SPEAKING WILL BE RESUMED JULY 14

Columbia, June 8.—The state Democratic party's executive sub-committee voted yesterday to resume the county-to-county itinerary of state and federal candidates on July 14 rather than June 29 as previously planned.

The candidates petitioned shortly before the initial meeting at Lexington last week for the change, which will call for meetings at two county seats daily in many instances. Other details of the itinerary have not been determined but the resumed schedule will open either at Edgefield or at Saluda. Candidates will speak at both places on July 14.

A Private Citizen Speaks His Mind Spectator Comments On Men and Things

I've heard so much about saving tires that every time I drive twenty miles I am tempted to inspect the tires to see how much wear they have suffered.

There was a time when the big man in a community was the banker. Well, bankers are just small fry nowadays, like the rest of us. Even if his vaults are bursting with the coin of the realm or the gold eagles of the republic he can buy just a wee bit of sugar and a few drops of gasoline. The big boy of today is the lad who has new tires, retreaded tires or an X card. That bird can just strut about and throw his weight around. Whereas we once stopped to gaze at a banker and revel in his smile or handshake, today we treat him like "ordinary folks" because he has to stand in line like the rest of us. But if we can claim kinship or friendship with the buyer of new tires or an X man—oh, boy!

About this sugar business: I was in the office of a rationing board when a man came in and asked for a new sugar allowance. The capable secretary asked why he wanted more sugar. "Well, we've got another member of the family since I got my card." Say, how soon do the little fellows get on a sugar diet?

That's an idea: Why not give young daddies extra gasoline to take their hopefuls to ride?

If all the gentlemen who have been mentioned for the office of lieutenant-governor should become candidates for that office the second honor would attract more attention than the first honor. Politically the B-1, 2 and 3 candidates would outshine the "X" men. Why is there so much interest in the second place? Does anyone hope to inherit the governorship? Quite possibly, for within eight months not only has a lieutenant-governor succeeded to the supreme executive authority of the state, but a president pro tempore of the senate has become governor. So you see the possibilities in this day of rapid movement.

Years ago the federal government scarcely touched us at all, except that it operated the postal service. We had great respect for the United States mail, but the postmaster was the only federal official most of us ever saw. There were federal courts, but they were far away and we thought of them as being occupied with moonshiners. Even the congressman was a sort of nebulous figure who sent packages of garden seeds. Washington was a long way off, a place to visit once in a lifetime because it was the Capital. Well times have changed; the federal government is all about you. We have income taxes, farm programs, gasoline, sugar and rubber rationing—all under the federal government. Saturday morning, as a farmer, I called on the triple-A staff; a few minutes before I had spent a half hour in the rationing board's office, talking about gasoline; a day or two before I had talked to Mr. Hamilton, the state administrator of the triple-A, about getting superphosphate. So the government is all around us.

The supreme court of South Carolina decided that the Santee-Cooper authority had no legal authorization to acquire the South Carolina Electric and Gas company and the Lexington Water Power company. There had been an agreement by which the Santee-Cooper would buy the two Columbia power corporations for about \$40,000,000. Presumably the federal government was disposed to put up the money. As is generally known, the Santee-Cooper is a South Carolina enterprise, entirely financed by federal loans and grants. The title and full ownership are vested in the state; the federal government as the holder of the bonds is like the man holding a mortgage.

It is reported that the federal government is willing to put up the money necessary to purchase all the competing companies operating in South Carolina. It is the state which

controls the Santee-Cooper and the state did not contemplate such expansion of the Santee-Cooper as would include the purchase of developed and operating companies. The supreme court, speaking through Justice Fishburne, made a distinction between the acquisition of sites and properties for development and the purchase of enterprises already developed and operating.

The people of South Carolina have a larger stake in this matter than the millions of dollars involved or in prospect. The control of this great and vital business interest by a state agency would establish a state monopoly of power under control of officials appointed politically and under the constant control of the legislature. No man in public office can be free from his friends and their importunities. Even in private life that is true, but the necessity for showing a profit restricts private management from giving jobs away. Men in politics are subject to pressure which they can hardly resist. With a state monopoly of power we should embark on a sea of troubles, all undermining the good faith of the state.

NATIONWIDE DRIVE TO GET SCRAP RUBBER

Washington, June 9.—A nationwide campaign to collect scrap rubber was announced today by President Roosevelt. The chief executive set no date for the drive, but expressed the hope that it could be started shortly and completed two weeks after it was inaugurated.

He indicated there would be no expansion of the present Eastern seaboard gasoline rationing at least until after the results of the campaign were known. National gasoline rationing has been suggested in some quarters as a measure to conserve tires, possibly starting around mid-July.

One of the major problems involved in the current gasoline-rubber situation, the president told his press conference, is the fact that there are no accurate estimates on the amount of scrap rubber available.

No two persons agree on the amount, he said, explaining that if the lowest estimate were correct, the situation would be very serious, and if the highest were accurate, the situation from a military standpoint would not be so grave.

The only way to ascertain the quantity, he continued, was through a pick-up-the-rubber campaign—a quick, snappy campaign to bring it in. The government, he let it be known, would take over the scrap originally, but whether it would then be allocated to civilian or military use was something that would have to be determined.

Rationing Board Has New Location

The Laurens county rationing board has moved its offices from the court house to the building on East Laurens street formerly occupied by Todd Chevrolet company. Office hours are 8:30 until 5:30 daily except that on Wednesdays during the summer months the office will be closed at one o'clock, and on Saturdays at noon.

The board deals with tires, auto-

mobiles, gas, sugar, and other rationing and with ceiling prices. It is composed of W. R. McCuen of Laurens, chairman, C. W. Anderson of this city, and Dr. W. H. Beason of Gray Court.

CARD OF THANKS

Mr. and Mrs. W. O. Derrick wish to express their sincere appreciation to friends for gifts, and many other kindnesses since the loss of their home and furnishings by fire.

FINAL SETTLEMENT

Take notice that on the 23rd day of June, 1942, I will render a final account of my acts and doings as Guardian of the estate of Elliott Inez Dobbins in the office of the Judge of Probate of Laurens County, at 10 o'clock a.m., and on the same day will apply for a final discharge from my trust as Guardian.

Any person indebted to said estate is notified and required to make payment on or before that date; and all persons having claims against said estate will present them on or before said date, duly proven, or be forever barred.

MRS. CORDELIA DOBBINS,
Guardian.
May 21, 1942.—18-4p.

FINAL SETTLEMENT

Take notice that on the 25th day of June, 1942, I will render a final account of my acts and doings as Executor of the estate of Wm. M. Sumner in the office of the Judge of Probate of Laurens County, at 10 o'clock a.m., and on the same day will apply for a final discharge from my trust as Executor.

Any person indebted to said estate is notified and required to make payment on or before that date; and all persons having claims against said estate will present them on or before said date, duly proven, or be forever barred.

SPURGEON W. SUMEREL,
Executor.
May 23, 1942.—18-4c.

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