

The Clinton Chronicle

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CLINTON, S. C., THURSDAY, JULY 30, 1942

Why Such Restrictions?

Almost overnight, government orders put thousands of automobile dealers out of business. Those who are still attempting to operate, because of federal regulations and restrictions, find it impossible to operate on a profitable basis. No business group in the United States has been as hard hit, and we think so unfairly, as this class.

Filling station operators have also been put under regulations and limitations by which it is hardly possible for them to exist, and a forced, poor service for the public is the result.

A new proposal now looms that retail stores be forced to drastically curtail their stocks. If the idea is given the force of a law or order, it will include commodities which are abundant, no less than those which are scarce.

The government through the priority system, already has complete control over the manufacture and distribution of goods. Why then would so stringent a retail order be necessary, or even considered?

There are many reasons why inventory control should not be imposed. It would force thousands of stores to cancel orders, it would in a given period cause the closure of many stores—they simply couldn't obtain enough goods to make their continued operation—economically possible. And above all, it would work a definite and unnecessary hardship on the consumer.

By and large, American retailers have been outstanding in cooperating with the government. Manufacturers, retailers and consumers will make any "necessary" sacrifices without grumbling. But they should not be forced to accept destructive restrictions for which there is no current justification.

When government puts business out of business through regimentation and interference, how and where in the name of ordinary common sense does it expect to get the \$160,000,000 it is now spending a day to win the war, not to speak of the multiplied millions being spent for so-called social gains (political) which have not the remotest connection with national defense?

If there is one thing this country needs above all else in this war emergency, it is a house-cleaning in Washington, both in congress and of alphabetical bureaus and administrators who seem determined to put the country's business men either in bankruptcy, or barely able to survive.

Politics As Usual

As one travels in the region near Ocala, Fla., the ghostly reminder is seen of a barge canal experiment on which more than \$35,000,000 was spent and thrown away seven years ago by the administration now in power in Washington.

During all these years a little group of politicians headed by Senator Claude Pepper of that state, has been attempting to get the dead issue revived and an authorization made of additional millions for its completion.

Last week that effort succeeded when the senate approved \$93,000,000 for the "waterway" which has been a pet of the present administration. In The Greenville News a few days ago a letter was published from Senator Pepper thanking Senator Maybank of this state for his valuable assistance in securing passage of the Florida barge canal bill. "I hasten to tell you (Maybank) before anyone else how magnificently you contributed to making that happy result possible," said Pepper.

The huge sum of money sought for this experiment is a non-essential expenditure. Every dollar of the amount should have been put in the manufacture of war munitions and equipment. Here we are losing the war every day on all fronts while Maybank and other senators and congressmen work for appropriations of this type, housing projects, etc., in this state and elsewhere. And then they have the audacity to tell the people back home that we are not sufficiently aroused and disturbed over the war situation.

From Florida now comes the report that considerable objection is being heard concerning the measure President Roosevelt signed last week authorizing the spending of \$44,000,000 on the barge. The chief objection is that when the waterway would be ready for use is far too remote and uncertain, it requiring years to complete the project across the state. They say that the war will be over long before the canal is likely to be completed, and that the enormous amount of money needed for its completion could be more advantageously used elsewhere against the Axis.

Then too, the required manpower and machines are too greatly needed on projects more directly related to the war program.

This is just an every day example

of what we see transpiring in Washington on the eve of the November elections. We will never win this war playing politics as usual, while Hitler marches on.

Money In Elections

Eugene S. Blease, former chief justice and now a candidate for the United States senate, made this bold statement at Laurens Monday when he addressed an audience of Laurens county voters:

"My one ambition in entering this race was to prove that a man could be elected to the senate without spending a 'whole lot of money.'"

I borrowed \$3,000 to make the race. Every dollar of it is Eugene Blease's money and I will not accept any contribution from anybody.

That is a refreshing declaration for voters to hear when it is generally known that money plays a large part in our elections. The belief is now general in this state that a poor man hasn't a chance in offering for high office, that to win money must be lavishly spent and an expensive organization maintained. How often do we hear citizens say, "Mr. Blank will win because he has the money on his side."

In the last race for governor in this state it was generally reported, and there was plenty of evidence, that large sums of money were spent. In the recent senate race there were reports that CIO money was poured into the state in an effort to elect one of the candidates and defeat his opponent.

Mr. Blease has in a straight-from-the-shoulder statement made known his position on the use of money to gain office.

What is Mr. Maybank's position? He has not publicly expressed himself in the campaign.

Public officials should be elected because of their ability, character and qualifications—and not because of the size of their campaign fund.

The New York Fight

Some time ago President Roosevelt publicly proclaimed that politics should be abandoned because of the war—that all time and energy should be used in winning the conflict. Those words were applauded by the American people.

But the president has contradicted his own appeal and is setting a horrible example, not only for congress but for his bureaus, war agencies and subordinates all down the line. He has entered the New York Democratic contest for the nomination of governor by drafting Senator James M. Mead as his candidate and bestowing the White House blessing upon his head.

It is reported that Kennedy, the Tammany leader, American Labor party leaders and other machine politicians from that state have been summoned to Washington for political conferences and that the president is primarily responsible for Mead's entrance in the race. These "key men" did not deny the report when they left the White House.

On the other side we find Roosevelt's candidate opposed by Attorney General John J. Bennett, who has the blessing of James A. Farley, New York state chairman, former postmaster general and manager of the 1932 campaign which landed President Roosevelt in the White House.

We see this political line-up—Farley and his man Bennett vs. Roosevelt and his man Mead.

The outcome of this fight will reveal who is the master in New York state—Farley and his faction or President Roosevelt and the New Deal. More than that, the pitched battle for domination of the approaching convention and nomination, according to The New York Times, "is a real contest for control of presidential convention delegates in 1944, either for a fourth term for Mr. Roosevelt or for a successor picked by him."

Farley and Franklin Roosevelt went down the road together the first and second time the latter ran for the presidency. But they split in 1940 over the third-term issue when Farley refused to line-up with the machine. He withdrew from the convention and later from the cabinet. He is now bitterly attacking the New Deal candidate (Mead) as a weakling and unqualified "yes" man.

Who is to be governor of New York state is a matter of little concern to South Carolinians. But an issue of vital importance to voters and taxpayers is who is to be governor of this state and senator for the next six important reconstruction years.

The New York situation is cited to show how political maneuvering to advance selfish interests continues in spite of the war, its casualties and present seriousness. What will be the procedure in other states, voters are

properly asking. Will the President pronounce his public blessing upon Olin Johnston as he once did. Will he give the signal, as he did before, that he wants Maybank in the senate. These are interesting, speculative questions in the minds of the people.

Such a spectacle as we now see in New York must be recognized by informed people as a real hindrance to national unity at a time when the one single purpose should be winning the war. There is not a newspaper in New York that has not stated that this is a contest between the President and Mr. Farley for the 1944 delegation control at the Democratic national convention.

Yes, the President of the United States, senators, congressmen and Washington administrators for every conceivable plan or idea continue to play the game of politics while the fate of civilization hangs in the balance.

NOBODY'S BUSINESS

By GEE MCGEE

Well, We Will Risk Speaking Our Mind This Once

This is not intended as a criticism of anything or anybody. We are possibly doing the best we can in our efforts to win the war. But the "second front" (the new second front) is now old enough to walk but it has not even started to crawl as yet. We have almost worn out this "front" talking about it. Our enemies create fronts without very much talk: it's about time for us to act or else.

Our forces in England and Australia have gone to roost. They fly out occasionally and drop a few eggs... when the weather is pretty... but we can't win a war by sitting or setting on a nest. We realize that we must be ready when we establish a second front: we can't go off half-cocked, but there is a possibility of us waiting too long. Hitler doesn't seem concerned about any second front, that is—our second front.

We are going to win in the end, but we ought not to let the end get too far away from us. At present, the wrong end is pointing at us. We have a powerful job ahead of us. We Americans must be the father, mother, banker, store-keeper, food-producer and nurse-maid to about twelfth of the world. And our undertaking has not yet scratched the surface: we haven't shot from taw up to now: we're just sighting.

We are still kicking and complaining. Did you read that piece in the papers the other day about a big sugar factory in Texas bursting open with sugar while berries and fruits were rotting. Well, it got a big hand! Nobody checked on it to see if it was true, or if the sugar was not stored for government use for making ammunition or awaiting ships to be transported where it was needed, or if the fellow who wrote the article was a liar or a Hitlerite, or whether or not anybody had any berries or fruits to be canned around Sugarland. How we do enjoy big gulps of Nazi propaganda and common rot. If it had been good news, it wouldn't have got 10 miles from its author.

What We Don't Know About Jeeps

We have seen hundreds of jeeps and they are frequently shown at work (?) in the movies. They have their place in war, we reckon, but so far they have been used only to do stunts, jump ditches, run at 75 mph, and haul soldiers all over the country. In battle, they would be fine things to retreat in, that is—if you wanted to get the fighters away in a hurry. They are rough and tough, but except for stunt and display purposes, we have our doubts about their effective use... in actual combat.

A few enemies secreted in trees or in other good hide-outs could take care of the contents of jeeps with 22 rifles. Jeeps leave the men that they haul exposed to any kind of assault, and their real use must depend on the speed and durability they possess. It takes tanks and armored cars to attack, and they have got to be good ones at that. All of this might exume our ignorance as to what it takes to fight with, but we are using up lots of steel and rubber on many so-called war implements that have not yet been tried out against a real fighting corps.

One 50-ton tank could stand off 1,000 jeeps and then take time out to smoke. Don't misunderstand us: We know these jeeps are intended for many purposes, and not especially for use in fighting units. To win, we have got to have men and machines that will go places and stay places when they get there. We are worried about how the war is going... against us at this writing (7-10), and it is going against us faster and harder each day. Mebbe this is the reason why jeeps ain't so strong with us.

A second front in France or Italy or Norway or China or somewhere must start soon, or it will be too late to start one. After the count of 10, it's all over for the guy on the floor. If we should have a second front, it must be understood that such undertaking will prove the most serious and most horrible thing that so far has taken place in this war. Hitler doesn't seem to care about our second front ideas. Guess he knows how strong he is where those "fronts" might appear. Jeeps, we apologize and will wait to see you in action before saying anything more against you.

TODAY... TOMORROW

By Don Robinson

CATALOGUE—Museum

If you have a 1942 mail order catalogue, it might be a good idea to hang on to it and file it with your history books.

I have just finished thumbing through one of those hefty volumes and it occurred to me that here was a veritable encyclopedia of the things which we are going to have to do without if this war continues as long as those who hob-nob with the President predict.

A lot of the things pictured in the catalogue are already unavailable and the mail order houses are thus forced to return millions of dollars of good U. S. cash to people who order them.

Another group of products can only be sold to people who have priorities and another large group will be unobtainable as soon as present stocks are exhausted.

When we will again be able to purchase those things which we have taken for granted for so many years, nobody knows, so it seems a good idea to keep the 1942 book on hand to show Junior the pictures of the things which made living so easy before the war.

GOODS—Disappearing

Those gorgeous pictures of big, heavy-treaded tires, shown in the mail-order catalogues, will make many a mouth water in the months to come.

The washing machine pictures, the refrigerators, the bicycles, the lawnmowers, the cameras and the hundreds of farm and kitchen gadgets portrayed, will also bring many a sigh from those of us who have become accustomed to easy living.

Most of us, I imagine, have lost track of the hundreds of items which industry is now prohibited from manufacturing. We learn about them gradually by the try-to-buy method and are quickly realizing that, during the past month, the stock of merchandise available in many types of stores has become extremely limited.

With practically all things made of metal or rubber, having gone to war, or rapidly joining the forces, the available civilian merchandise is dwindling like a snowball in July.

GADGETS—Christmas

Last week I received from Washington a new list of articles, made from iron and steel, on which manufacturing will be entirely prohibited beginning next month. The list, which is simply an addition to many previously issued, includes hundreds of popular items. A few of them are: Atomizers, automobile accessories (except those required by law), awning frames, bag and pocketbook frames, beds, binoculars, bird cages, blackboards, cash registers, chick feeders, Christmas tree ornaments, cigarette cases, cigarette lighters, clock cases, compacts, corn poppers, croquet sets.

Those are just a few of the items listed under A, B, and C. But they are enough to give a general idea of how rapidly all kinds of items are going to disappear from the market. By comparing this one list with the index of a mail order catalogue I found it called for the elimination of more than 200 of the products indexed.

When I first heard that purchasing power in 1942 would greatly exceed the merchandise which we would be able to buy, it was a difficult state to imagine. I couldn't picture anyone going to town with money in his pocket and not being able to spend it.

When the Christmas shopping season comes around again the great scarcity of goods will become strikingly apparent to all of us. There is apt to be very little to put under the 1942 Christmas tree except war saving stamps.

FUTURE—Promising

We are going to learn to get along without a lot of things, but that isn't going to stop us from wanting them back at the first possible opportunity.

When the war ends there is going to be the greatest demand for goods that there ever has been in the history of this country. With our pockets loaded with war bond money, there will be millions of us who will want to make the down payment on a new automobile the day the peace is signed. We'll be mobbing the stores trying to replace practically every gadget we have with something new, shiny and up-to-date.

How long the period will be in which industry can shift from making tanks to cars, guns to refriger-

ators, and planes to washing machines is uncertain. But the blue-prints for that shift are now being made and the chances are that it will be put over in a miraculously short time—a much shorter time than it took for industry to shift to making war equipment with which it wasn't familiar.

Furthermore, every industry which hopes to regain public favor is now planning big improvements in the products they will deliver after the war. We may have to go without a lot of things today, but these sacrifices will be more than compensated for by the marvelous products which are promised to us for tomorrow.

Will Discontinue Local Trains Where Buses Are Available

Washington, July 28.—Heavy wartime demands on transportation facilities will force the elimination of much local service now being offered by the nation's railroads, Defense Transportation Director Joseph B. Eastman said today.

In every instance where local train routes are paralleled by "reasonably adequate" bus service, the local trains should be discontinued, Eastman wrote state public service commissions. Engines and passenger cars thus released could be transferred to more important uses, he explained.

"This should be done in spite of some degree of local dislocations and inconveniences, for the wartime needs of the nation must be paramount," Eastman added. "Unnecessary, duplicate service must clearly be avoided."

The policy will be implemented by a survey of local rail and bus passenger service by the state public service commissions, four of which already have advised Eastman that duplicating services have been eliminated in their jurisdictions.

Eastman also urged the commissions to expedite action on all pending applications for discontinuance of services, and grant as many as possible. ODT officials said more than 180 discontinuance cases now are up for consideration in various parts of the country.

They added that the discontinuance of local passenger service did not mean lines would be abandoned and the track requisitioned by the government for relaying elsewhere. The policy would not affect commuters' trains or freight movement, they emphasized.

In some instances, Eastman told the state commissioners, it might be wise to continue train service and halt bus service. He asked that ODT be advised of such situations since the need for buses was fully as pressing as the need for railway cars.

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FINAL SETTLEMENT
Take notice that on the 7th day of August, 1942, I will render a final account of my acts and doings as Executor of the estate of Julia A. Ferguson Woods 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.

DAVID JUNKIN WOODS,
Executor.
July 7, 1942.—30-4t.

NOTICE OF BUS TRANSPORTATION
Bids for the transportation of school children of Laurens county shall be opened in the office of County Superintendent of Education on Tuesday, August 4th, at 3:30 p.m. The final date for acceptance of bids will be 12 o'clock noon, August 4th. This notice shall not apply to districts owning their own buses, as trustees in such district will award contract. Routes subject to bids are as follows:

Hurricane No. 15 to Clinton;
Mountville No. 16—Mountville—
1. Lisbon to Mountville;
2. Rock to Mountville;
3. Old Mountville to Mountville;
Sullivan No. 17—Hickory Tavern—
1. Merna to Hickory Tavern;
2. Shiloh to Hickory Tavern;
Laurens No. 4, Bailey to Laurens City;
Mt. Gallagher to Ware Shoals;
Mt. Olive to Ware Shoals;
Lydia Route to Clinton;
Shady Grove to Goldville.
J. LEROY BURNS,
So. Supt. of Ed.

30-2c

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