The Carlisle Mercury

Established 1867

Printed and Published Every Thursday At Carlisle, Ky.

Entered as second class matter at the post office in Carlisle, Kentucky, under act of March 3, 1879.

WARREN R. FISHER JR. ..... Publisher

SAG KASH ..... Editor

SUBSCRIPTION RATES PER YEAR

In State, $2.00. Out of State, $2.50.

THURSDAY, MARCH 25, 1948

Can We Afford National Defense?

The communist coup d'etat in Czechoslovakia, coupled with Stalin's demands for a "defense" agreement with Finland and mounting totalitarian pressures in France, Italy and other European nations, has brought the international situation to its worst point since 1939.

It is clear that those who dislike and envy us abroad respect only one quality in a country—and that quality is military strength. It is not war mongering to say that the United States must maintain a defense establishment far more effective than any we have ever had in peretime as long as the world remains in its present explosive state. That is simply insurance for our survival.

According to those who know best, all branches of our military forces, Army, Navy, Air Force and Coast Guard alike, are in a dangerously weak condition. We have sunk in the space of about two years, from the greatest military power on earth to a third-rate military power.

This was only partially the result of the postwar demobilization. The armed services have been denied requested appropriations for research and development which they consider absolutely vital if they are to keep pace with the Soviet Union, whose army is reported to be still at wartime strength. This has been done, of course, in the name of economy. But while military budgets have been cut, there has been the most flagrant waste in other directions.

This is not a political matter. The national defense is the first function of government, regardless of what party is in power. And to say we cannot afford a first rate military establishment at a time when we are wasting untold billions is to criminally mislead the people.

The Tap Root Of Freedom

There is only one basic difference between the American system of government and the governments of those countries suffering from varying degrees of dictatorship. That difference is the right, protected by law, of private ownership of property. Private property is the tap root of freedom.

It is impossible to abolish private ownership of property for some without ultimately destroying it for all. And once it has been destroyed a central government becomes boss for the simple reason that it is the sole employer and sole property owner.

Oppression follows automatically when a people, stripped of property, must rely blindly on a government run with a free rein by men who need no longer recognize antitrust laws, labor unions, or anything else—men who can abandon the constitutional trappings of a free country because they are bigger than the law by right of might.

Total control is always the dream of ruthless men. The ultimate in total control is total government. The one thing standing in the path of total government in the United States is the private ownership of property vested in millions of American citizens. It must ever remain so!

Carrying The Load

In a recent address on Railroads and National Security, Breton Somervell used a few figures that indicate conditions which the public must meet.

Since 1939, passenger fares have risen 133 per cent. In the same time the average prices of industrial commodities have risen 64 per cent. But over those years the railroads have been allowed freight rate increases of 35 per cent and passenger fare increases of only 18 per cent.

Here, in essence, is the "dilemma the railroads have been forced to perform in State, Interstate Commerce Commission, courts and with the Congress. But against these temporary increases of income, there is the permanent effect upon the railroads of a less permanent rate structure. The financial backflow of the country will be felt by the railroads. What is involved in the national welfare which, to a far greater extent than most of us realize, depends upon healthy prosperity of the roads. In any emergency, such as the last war, the railroads are called upon to carry the essential and gigantic tasks. In peacetime they must haul the bulk of our freight, and do it quickly, safely and economically. In peacetime, the mind of national security always is in terms of military preparedness. In wartime it is unalloyed without an economic machine to back it up—and a powerful transportation system to carry the load. The railroads have never yet performed valuable services for all of us as unappreciated by the public as they are today, the certainty of service. The time to serve the load.

Playing With Fire

In a recent statement Senator Taylor of Idaho, vice presidential candidate on Henry Wallace's third party ticket, said he is inclined to favor nationalization of railroads and the coal mines on the grounds that they are monopolies and that a certain amount of nationalization can be very beneficial to private enterprise. This is an amazing conclusion.

The railroads must compete with all other forms of transportation, from the airlines to the private automobile. On top of that they are regulated completely by the Interstate Commerce Commission, state utility commissions, and numerous other Federal and state agencies. They have given the country incomparable service in peace and war at a remarkably low cost.

The coal industry is made up of thousands of mines, many of them small. They are also competing with each other. In addition, the industry is in direct competition with other fuels, notably oil and gas. It is now producing coal in record amounts, and is prepared to increase the output if the need arises. In pay its workers record-breaking wages. Contrast that with the socialized English coal industry with its diminished production, its wastefulness, its low wage scales, its inferior working conditions, and its discontented miners.

Socialism grows like a fungus. Once it is well established, it inevitably destroys free enterprise—and destroys the rest of a people's freedom and individual opportunities along with it.

Clennie's Comment

By Clennie Hollon

There is too much talk of lawlessness within and around the city of Beattyville. There must be something to back it up.

There was quite a bit of excitement near Vada and Willie last week. An airplane was heard and an unknown individual made it was a jet passenger job and it had run out of gasoline. Everybody in two miles within shaken their beds as the plane circled to land. When it did land, everyone made a mad rush to the place where the plane didn't destroy the must wheel but the neighbors thinked trampling it under.

Sammy Blanger was first to reach the landing area and he led the pilot to K. Abner's gas pump to get gasoline. Sammy didn't realized that the man might be Adolph Hitler escaping out of Germany. Sammy felt uneasy as he led the pilot toward the gasoline pump. He followed along behind Sammy. Whenever Sammy would cross the road, he would look over the road and his follow right along. Sammy is shy of strangers, and he thought an awful lot about running away. They got the gas and K. Abner fetched them back to the plane.

The landing area was rather small and muddy. The plane could not get a very good headway across the field. It had to be towed and pushed all over the field. Someone gave the report that Mr. Hobbs finally went up to the pilot and asked, "My God, aren't you going to leave me just a little wheels?"

The plane finally took off after several trials across the field.

Reports have been flying thick and fast since the plane left. Many persons believe that "he was up to no good" when he landed here. Some were afraid that he had come to subotage Mr. Hobbs' poultry farm. The first report that I got was that it was an Army P-38 bomber plane loaded with atom bombs and headed toward Palestine. Mrs. Roland Chrisman thought the plan landed upon her housetop and she run out the door expecting to find the thing perched upon the rooftop like a sparrow bird. Henry Burton had his mules tied to trees in a nearby field and as the plane roared in for a landing, they pulled and heaved, went round and around the trees, jumped up and down until the hitching rope took off the bark over ten foot area. Henry saw the plane circling in for a landing and hid behind a fodder shock. A report on the Grey Goose bus coming home from Beattyville on the afternoon of the disaster had it that the plane was "tore into a million pieces" and K. Abner was gathering up the parts in his truck. Jack Gumm took a near cut toward the plane. He ran through a briar patch. He has been confined to his home with an infected finger caused by a briar entering the index finger of the right hand. Several other persons participated in the area.

John Pershing Davis and his wife moved into their new bungalow near Pennington and started housekeeping a few months ago. Not so long ago I overhear hears this conversation taking place in their home as they were turning the pages of a Sears Roebuck catalog.

Mrs. Davis: Look dear, new chairs. Let's get one.

Mr. Davis: Honey, I'll get you another one if anything happens to the one we already have.

Mrs. Davis: Look dear, the boys at the Tank Service Station, the Beattyville Chief of Police doesn't have one. Let's go home and get off again. He stated to her right in the fire house door and we all heard it.—The Beattyville Enterprise.

"The night I got married to yourself, I was thinker I was the lucky one. When Washington was young he was a surveyor, and I was then at work.

"Well, I guess I earned the son," and when he was young he was President."

A woman had to parachute to safety during an engine trouble. On the way down she passed an old lady on her broom. "Have you noticed a Spitfire going down?" he shouted.

"Yes," yelled the old lady. "Have you seen a gas stove going up?"

Prices are awful. Even the atom is busted.

TCM

If carrots are good for the eyes, let's cross them with grapefruit.

TCM

If parking is so sad, all bald men should be glad.

TCM

This year is Lip Year in Frankfort.

TCM

Optimism is worry on a spree.

TCM

The average American uses the telephone 300 times a year. America's women must be far above average.

THE CHAIN SMOKER

In By Gone Days

February Note. The issue of March 22nd which should be in now, has been normal, advancing 1 week. Sorry.

March 25, 1922

The Carlisle tobacco market has sold the eighty million pounds on Tuesday night which means that Carlisle probably make the second largest receiving plant in the association, the Boston station of Kentucky Lexington being the largest, will extend Carlisle a welcome.

—25—

The colored citizens of Hemphill and Parksville are making plans to have the city water extended to their village and have plans within their limits. At a mass meeting held last week, about $450 was subscribed for this purpose.

—25—

The statements of the Deposit Bank of Carlisle, the Farmers Bank of Carlisle and the Deposit Bank of Moorefield published in this issue of The Mercury showed combined resources amounting to $1,366,535.70. The combined deposits of the three banks totaled $1,162,633.64.

—25—

The annual report of the teachers of the rural schools in Nicholas county to the county superintendent, Mrs. Eda S. Taylor, shows the enrollment of the schools to total 1,653. There are 41 white schools and two colored schools in the county. Four hundred and five pupils are enrolled in the Carlisle city schools, which brings to total enrollment of all schools in Nicholas county up to 2,058, or a little over 20 percent of the population of the county.

—25—

Charles Ewell sold to James Blount Tuesday a fatey walking horse at a fancy price.

—25—

A Buick roadster automobile belonging to Roy Vansant was sold by Sheriff James Gaunce Monday afternoon on an attachment issued by a Paris garage. J. N. Parker bought the car for $70.

—25—

The Pentonian Orchestra and Miss Margaret Wood, vocalist, of this city, will go to Lexington Friday night to broadcast a concert over the broadcasting station of the Brock Electrical company at the Phoenix hotel.

—25—

Clarence McCarty a carpenter of the Myers community, fell from a scaffold while at work on the blacksmith shop for the Farmers Union, near town. Wednesday morning, sustaining a sprained ankle.

—25—

MARRIED — Miss Thelma Laughlin, daughter of Mr. and Mrs. Ezekiel Laughlin, and Herman L. Hedges son of Mr. and Mrs. Harman Hedges, all of Elizabeth. —Mrs. Armista Ewell, daughter of Mr. and Mrs. Mott Ewell, and John Coleman Beard, son of Mr. and Mrs. Elmer Clinkenbeard.

DIED—Miss Leona Blake, 21, at her home in Stanfordville. —Mrs. Harriet Hopkins, 72, former resident of Nicholas county, at the home of her son, Clay Hopkins, in Ohio. —Mrs. Marie Dallas Easton Cameron, 48, wife of E. K. Cameron, at her home near Cincinnati. —Mrs. Emma Clay, 64, at the home of her son, Joe Clay. Mrs. Lee Templeman, 61, at the home of Mr. and Mrs. James Lanthorn near Moorefield. —William P. Rose, 66, at the home in Carlisle. —Willoughby Hartsey, 61, a former resident of Nicholas county, at his home on the Buckeye Mill pike.

—25—

March 31, 1938

Prof. J. H. Raybill conducting class in education in city school.

—35—

Walter G. Cook appointed postmaster at Saltwell, which office was recently established.

—50—

Miss Josie Cain opens millinery store in front room of residence of Mrs. Jennie Dupree.

—35—

Dr. G. B. Logan buys store of C. R. Summers at Pleasant Valley and will move there to reside.

Carlisle Bugler Band resumes and already has several engagements for the summer.

—50—

James Garner 21, buys George Osborne property at the corner of Markers and Walnut street for $4,500.

—50—

At a special meeting of the city council Monday night an ordinance was passed requiring persons under 21 be vaccinated against small pox.

—50—

Court of Appeals reverses Nicholas circuit court in suit of City of Carlisle against Hechinger & Company, holding the city may charge license for selling of goods.

—50—

Amos Wiggins, through attorneys Winfield Buckler and James Minogue, files to prevent local court from paying $38,000 for Maysville and Lexington road until proposition is submitted to voters.

—50—

DIED—Mrs. Hanna Soper, 22, and baby at their home near East Union on the 30th. —Charles Barton Hukie, 40, at his home in Carlisle on the 25th. —Mrs. L. N. Roland, 64, a native of Nicholas county, at her home in Virden, Ill., on the 19th.

John Adams, who was 90 years old when he died, lived longer than any other President of the United States.

Early History Of Carlisle And Nicholas County

FIRST SIDEWALKS ORDERED CONSTRUCTED BY TRUSTEES

(The period from 1850 to 1870 marked a great revival in the history of Carlisle. The large movement founded by John Mason, Doctor Hawes, James Thompson, Andrew S. Hughes, Lewis S. Arnold and James Arnold, not only but an impetus to establishing clothing, now begins to show such good results. Prosperous times with great push and momentum, which should be observed by those who had such genuine intelligence to carry on to high success. Mr. Thomas Paul Thomas (Paul Arnold) was a man of great versatility, however, had made no appearance. How our citizens ever got along in the village time and especially how they knew and their shopping is a mystery. Beyond explanation. On the 4th day of April, 1822 it also long to be remembered—which ought to be put in the Chronicles. Somebody and somewhere had extended along with the Fourth of July—the Hughes, N. P. Robinson, John Thomson, Thomas M. Stephenson, John Campbell and Marvin Mathers met and passed the following ordinance:

"That the owners of all lots on Front, Main, Main Cross and Second streets, lying on the public square, and the owners of Lots Nos. 13, 34, 47 and 61 be required on or before the first day of November next, to pave the footwalks in front of said lots with either brick or stone. If not, with a sufficient tax on nothing on the outside of the sidewalk."

And so here begins the era of our first prosperity. Having now for more than six years footbored in mud—for we know the gentlemen being compelled to carry the ladies across the street, or from one store to another—our municipal dads determined to place their feet on solid rock, or brick, at least, so far as the public square was concerned. On the first Monday in August, 1822, the following new board was elected: Jacob Lear, (Wooler Van Tuillers), Joseph Paxton, Thomas M. Stephenson, William Armstrong and Redding Roberts.

While the sound of the hammer and the trowel are heard putting down our first sidewalks let us take a bird's eye view of Carlisle in 1822. Not much business done there, boys. Well, there are four taverns or hotels, three tanyards, three shoemaker shops, three cabinet maker shops, two blacksmith shops, one wagon maker shop, one plow stocker shop, three saddler shops, three tailor shops, three carpenter shops, two hatter shops, two wool carding factories, one fulling mill, one water and one horse grist mill, one silversmith, one drug store, two dry goods stores, one grocery, one nail factory, four doctors, four lawyers, and a population of about 400 people.

The tavern keepers charged 25 cents for a meal and 12½ cents for a bed or night lodging. Whiskey was sold by measurement from six cents a gill to any amount desired. The tanners took in the hides on the shares, charging one half for tanning them; it took about 12 months to tan a hide into good leather. The tanner marked the hides taken in with the initials of the owner. The farmers disposed of their hides in this manner and produced all the leather needed for most purposes on their farms. The shoes for the whole family were made to measure from the farmer's own leather. The cabinet makers made by hand all the furniture used in the county, out of lumber cut and sawed at home. Not infrequently the farmer paid for his furniture with lumber taken from his farm. Our dead were not buried in imported coffins then, but from home made ones.

The saddlers made their own saddle trees or had them made at home and ironed at the village blacksmith's. They also made all the harness and saddles used in the county from leather tanned in town. The blacksmith would shoe your horses, all around with toes for from 12 cents to a dollar. Shoes and nails were all made by his own hands, even the nail rods he made out of old horse shoes.

The tailors cut and made by hand all the clothing worn by the gentlemen of the county. The hatters made by hand out of wool grown at home and furcaught in the county all hats worn by men and boys. The wool carder charged five or six cents a pound for carding the wool. The ladies spun and wove by hand all the clothing worn by themselves and family. The younger women out the spinning and they ran up and down before a big wheel and sang, horsebacked at that was a sub worth seeing. What did they sing? Why, "Cruel Barbara Allen", "My Heart's Gone A-Weeping and other good old songs and hymns.

The merchant sold his goods upon a credit till Christmas. The silversmith of that day would make you anything you wanted from a toothpick to a teapot, if you would furnish the silver. Uncle Peter Schwartzwalder ran his great nail factory by hand, handling every rod twice. He first cut the nail, then taking them one at a time, he would put them in a vise, and with a blow of a hammer would put a head on them." Next Week: Religious Services.

FAMILY OF SIX DIE AS RESIDENCE BURNS

The six members of the family of Joe Lightburn, 34, Negro, were burned to death early Sunday morning when fire destroyed their four-room house at Mt. Zion, colored community located near Lemons Mill in Scott county, about a half a mile from the Fayette county line. Neighbors did not discover the blaze until too late to rescue the victims.

More than two and one-half million songs have been written and copyrighted in the last half-century.

RCA VICTOR RECORDS

Lone Star Moon
By Tex Beneke

Let's Pick Up Where We Left Off
By Tommy Dorsey

Oh! What I Know About You
by Sammy Kaye

Loaded Pistols, Loaded Dice
by Phil Harris

Now You've Gone And Hurt My Southern Pride
by Phil Harris

An Old Sombrero
By Tex Beneke

I've Got a Feeling I'm Falling
by Perry Como

A Bed Of Roses
by Sammy Kaye

You Don't Have To Know the Language

There I Go
By Vaughn Monroe

COLE Hardware Co.

It's Being Done at Willow Run!

Kaiser-Frazer Introduces Four New 1948 Models

• The 1948 KAISER • The 1948 KAISER CUSTOM
• The 1948 FRAZER • The 1948 FRAZER MANHATTAN

AT NO INCREASE IN PRICE!

While Other New Car Prices Are Advancing

HERE'S WHY Kaiser-Frazer can make this announcement while other new car prices spiral upward. Kaiser-Frazer controls its own supply of many basic raw materials . . . has its own engine plant, foundry and steel mill. Materials from these sources funnel into our modern Willow Run—the largest automobile manufacturing plant in the world under one roof.

Unfinished steel goes in one end of this great plant and comes out a quality automobile, ready to be driven away. All this is accomplished in a matter of hours, and with the economy of Kaiser-Frazer *straight-line* production. This is an achievement of men who are injecting new methods and ideas into an old industry.

In the new 1948 Kaiser, Frazer, Kaiser Custom, and Frazer Manhattan you get all the features that others have attempted to copy since Kaiser-Frazer design was introduced in 1947.

So far no one has been able to more than approximate the graceful exterior body lines. No one has come near matching the mobility . . . the ride resulting from seats cradled between the front and rear wheels, such wide seats with both elbow and shoulder room. And none have the style features, the wide choice of colors and fabrics.

You get all this plus the many refinements made possible by *years-ahead* engineering and design. And, of course, all 1948 Kaiser or Frazer cars have the new Goodyear 24-pound pressure Super-Cushion tires that make bumps something you see but never feel.

Enjoy a ride today in America's newest new cars—the 1948 cars that have not gone up in price!

Wherever you drive, wherever you go, "round the corner" from the street, there is a Kaiser-Frazer dealer ready to serve you with genuine factory parts and approved service.

We Invite You to SEE, DRIVE and COMPARE Them, Today!

CLARK & FREY MOTORS, Carlisle, Ky.

Mathers-Potts-Shearer Funeral Home

Requests Your Presence at the Formal Opening of their New Funeral Chapel

Friday and Saturday March 26th and 27th

from 9 a. m. until 9 p. m.

"In the garden beyond . . .
. . . there is peace. And in the mind
there is comfort and reassurance."

Your sorrow can be lessened by a service that offers quiet dignity. Our endeavor to give comfort whenever and wherever needed will give immeasurable assistance.

With this in mind we designed our funeral chapel.

Mathers-Potts-Shearer Funeral Home