

Civilian America Is To Sacrifice For An All-Out War Effort

The President gave the signal and America's war production machinery, already rolling, switched into high gear. Today we are moving at constantly quickening speed along the only sure highway to victory—the hard and rocky road of self sacrifice.

There's not a one of the whole 130,000,000 of us, probably—man, woman or child—who won't have carried some part of the burden of this war before it is over, before the Japanese are slapped back onto their own islands and disarmed, before Hitler and his stooge Mussolini and their followers—willing and unwilling—have been made harmless. Expressed in terms of cold cash, the huge 1942 program for tanks and guns and planes and ships will cost more than \$400 for every citizen of these United States.

So far the crisis in materials needed for this vast production program has been reflected chiefly in the nation's auto salesrooms and auto supply stores. So far it's been primarily a matter of cars and tires.

But already other changes are on their way, changes which will be reflected in the products displayed on the shelves of tradesmen in thousands of towns and villages when present stocks are exhausted.

Take clothes, for one thing. Clothes are going to change. They are going to look different, and they are going to be different too. That's because we are cut off from sources of wool in Australia and New Zealand, and because so much wool is needed for military uniforms. There's from 40 to 50 per cent less wool available for civilian use this year and it's going to mean that overcoats probably will be made out of a mixture of virgin wool and re-used wool, and that coats will be shorter and trousers skimpier, and an end, for the duration, of the "two-pants suit."

The vital need for more and more alcohol to make explosives is going to change the formula of lots of things on your drugstore shelves. Not things you need when you're ill, but things like toothpaste, and perfume, and a great many cosmetic products. The Office of Production Management has ruled that no more alcohol may be used in the manufacture of such products after April 1.

To date, despite tremendous lend-lease shipments to Britain, there hasn't been any real shortage in any food stuff. Nearest approach to a shortage is in sugar, because much sugar is made from cane, and sugar cane molasses has been largely used to make alcohol. The OPM has ordered distillers equipped to make alcohol from corn or grain to use these materials exclusively.

At the same time the Office of Price Administration ordered an upward adjustment in the price ceiling above refined and other "direct consumption" sugars, a maximum price advance of 20 cents a 100 pounds. This isn't expected to have any immediate effect on retail prices, because retailers now are selling sugar acquired at lower prices. When present stocks are exhausted, however, wholesalers will have to pay higher wholesale prices to replenish their supplies.

The sweeping drive to conserve metals for war production continues, with lead—the raw material for bullets—latest on the list headed by copper and steel, tin and aluminum. Just as iron and steel priorities meant far fewer refrigerators and no pleasure autos at all, just as tin priorities are working changes in everything from cans to many articles customarily found at the five and dime stores; so with restrictions on the use of lead for civilian purposes.

The lead order, effective April 1, will even be felt in the undertaking business—no more lead may be used in caskets or in casket hardware. No more lead, either for automobile body solder, for ballast or keels of pleasure boats, for foil or ornamental glass or regalia or badges or emblems. Nor for statuary and art goods, toys, tennis court markers. Lead may not be used in bats (as weights), or in clocks, decoys, golf clubs, dresses and jockey saddles.

America's force of war workers

No Jap, Please!



Howard Yip, Chinese welder at a California shipyard, wants to be sure no one mistakes him for an enemy Jap, as he helps build America's Victory Fleet. He wears this sign on his back reading "Me Chinese please, no Jap" as he helps along the accelerated program of the maritime commission.

Weaver Again Urges Ordering Of Parts

Despite scattered reports to the contrary, there is every need for farmers to order repair parts for their farm machinery immediately, says David S. Weaver, agricultural engineer of N. C. State College.

In a few counties, he said, local implement dealers have questioned the necessity of ordering promptly because they felt repair parts would be available in sufficient amounts at any time this year.

While it is true that the production of these parts will be about five per cent greater than in 1941, it must be realized, Weaver said, that new machinery will be scarce. Therefore, many farmers will have to patch up old machines they had intended to discard this year.

At the same time, the State College man explained, the Nation has been called upon and will deliver an all-time record of farm production in 1942. This must be done with less labor than was available in 1941. Consequently, more machines will be required to do the job. More machines in operation mean more repairs than ever before.

Even though implement dealers may have a large amount of repair material in sight, Weaver pointed out, it may not be enough to handle the extreme needs which in all probability they will face as farmers visualize the necessity for repairing their machinery in the coming crop year.

A state-wide campaign designed to call the farmer's full attention to the importance of putting his machinery in good shape has been launched and is getting a good response, the State College engineer said.

must be doubled or tripled to meet the Victory production program and women must play a larger part in war industry, says Sidney Hillman, OPM's Associate Director. . . . The OPM has prohibited use of methyl (wood) alcohol in manufacture of anti-freeze compounds. . . . You'll probably be putting something containing ethyl alcohol or isopropenyl in your radiator. . . . Paper manufacturers were warned by OPM against building up excessive inventories. . . . Paper pulp is a real wartime military necessity, it's used in making pasteboard containers for small arms ammunition. . . . The OPM is campaigning for waste paper salvage. . . . Canadian paper mills are planning to increase newsprint prices. . . . The OPA conferred with representatives of the American publishing industry, which gets 75 per cent of its newsprint from Canadian mills. . . . Director of Defense Transportation Joseph B. Eastman, says military needs for iron and steel constitute a particular danger to the trucking industry. . . . If trucks can't be replaced the burden carried by the railroads may grow heavier. . . . Our railroads are doing a job, Mr. Eastman said, and they're helped by a public which realizes that first things come first.

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North Carolina Farmers Can Aid In U. S. Defense Program

Your Government is counting on you, Mr. Farmer, to play a very important part in winning this war, and to do your part, suggest that you take these FACTS and do your best to carry out the outlined program.

Farmers must produce more food, with fewer men, make their machinery do at least 40 per cent more than normal, as there is metal available for only 80 per cent of new machinery. The shortage must be made up by better use of ALL present machinery.

Order ONLY such NEW farm equipment as is absolutely necessary, repair and recondition present equipment NOW!



Be sure to make careful search and gather ALL Scrap Iron and Metals that might be around the premises. ALL metals are needed in defense program—Iron and Steel are extremely vital. Scrap Iron and Steel are not only desirable but are ABSOLUTELY NECESSARY in the present method of manufacturing NEW Steel. There are many tons of scrap iron and steel on the farms of Martin County accumulated through the years in the discarded farm machinery, tractors, gas engines, automobiles, fence wire, etc. Scrap metal dealers are licensed by the State, there are also persons who buy junk in most towns and so-called peddlers who go from farm to farm. As these last have no means of weighing the metals, it is recommended that wherever possible farmers deliver their scrap to the yard of a licensed dealer.

FARM MACHINERY PROGRAM

PLACE SIGNED ORDER for all repair parts **AT ONCE**. This does not mean just talking it over with the dealer, but means **ACTUALLY PLACING SIGNED ORDER**. This is one of the most important **IMMEDIATE STEPS** in the entire program—for this reason: **Manufacturers will not be given priority for metal except upon dealer orders, backed up by signed, Bona-Fide orders from consumers.** The usual practice of waiting until just before a machine is needed in the field and then going to town for a repair part, will not work this spring. **THERE WON'T BE ANY REPAIR PARTS THERE, unless the order is placed AT ONCE.**

Order enough to take care of normal repairs for 1942. DO NOT HOARD.

Order sufficient—but not more—replacement parts, such as mower guards and knife sections, repairs to transplanters and other equipment.

Rehabilitate abandoned or discarded machines. Many machines, discarded because of minor breaks, can be reconditioned and used. **Change in farming method or crop may have made a machine useless on one farm, but serviceable on another. SELL IT, or TRADE IT to someone who can use it.**

Determine availability of machines for "custom" work. Farmers should make arrangements with machine owner **EARLY.**

Farm Equipment Dealers—The dealers are 100 per cent for this program. With little new machinery to sell, they will devote much time to this **REPAIR PROGRAM.** Vocational Agricultural High School Shops—These shops, in many instances, are equipped with tools suitable for doing repair work. The teachers are behind this program. **Work with them in every detail.** Public garages, machine shops and blacksmith shops. These shops are equipped for all types of repair work.

All farmers should order grant-of-aid lime and phosphate immediately.

SCRAP METAL PROGRAM

To get every pound of farm scrap metal which is not serving, or can't be made to serve Agriculture, into proper channels for National Defense.

Farmers should collect usable metal and scrap material of all kinds (iron, steel, brass, copper, lead, zinc, old tires, paper, rags, etc.). This collection will accomplish three things:

Aid tremendously in National Defense.

Bring some money returns from its sale.

Remove certain hazards to humans and livestock on the farm.

Take all metal to licensed dealers' junk yards if possible. Ordinary farm scrap (No. 2 Melting Scrap Steel) should bring from 40c to 50c per 100 pounds at the yards. (Less than this is offered for sheet metal, more for copper, brass, lead, etc.)

Nothing should be sold for scrap that can be used on the farm, in the home, or in the community: bolts, nuts, washers, rods, braces, angle iron, flat bars or tool steel or any part which might be used to repair farm machinery or for other purposes should not be sold. High School Farm Shops need material of this sort in their school Defense Shop Courses.

Old papers and magazines should be wrapped in a bundle and sold. Old auto and electric light batteries should be sold. Sheet metal and fence wire should be assembled and sold. Old tires can be sold. Glass and bottles are not desired.

Your building supply dealers are prepared to repair and build many items used on or about the farm.

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