

# THE ENTERPRISE

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W. C. MANNING  
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### Following After France

Back yonder when Germany was preparing for war on an extensive scale, the French people were being taxed to the hilt to finance a schedule of armament for France. For some reason the tax money was never converted into guns and shells, and France failed to meet its first test at the hands of the German invaders. We were told that the common-working men had thwarted the program. The records show that more armaments were made under the Blum regime than under all the others put together, and yet Blum represented the working party. Authentic reports, and there is no reason to doubt them, declare that the industrialists of France squandered the money playing for high stakes in the gambling houses and spending fabulous sums for selfish gains.

Since 1939 few days have passed but what the attention of the American people has been focused on the working man and his claim to living wages. Our own United States Senator, Josiah W. Bailey, even went so far as to suggest a noose for the working man's neck. We were told that labor was hamstringing the defense program, that the hands of the financiers, the industrialists and the politicians and schemers were clean.

But alas, Senator Harry S. Truman, of Missouri, comes out with a committee report to throw some real light on the real trouble. So far Senator Bailey or none of the others who bow down at the direction of big business have even suggested a noose for those industrialists who have "pulled" one of the biggest strikes in all history, and who pulled it while American boys were and are sacrificing their lives at Pearl Harbor, the Philippines, and yes, Wake Island. When three, yes just three, old battered planes flew in the protection of Manila, our industrialists were referring proudly to the largest automobile inventory in the history of the world.

Labor's hands in the muddle have not been kept clean, and no brief for labor is offered. But labor knew what was going on a long time before the Truman committee made its investigation. If the general public would help unify this nation it will consider the Truman report and make ready to direct a meaningful blast against labor, industry or any other group that would put greed and fabulous profits ahead of the lives of those young men who are being called to service in the armed forces.

The Truman report, among other things, reveals, according to the headlines, the following: "Industry will not go all out for armament production unless it is guaranteed profits and is given tax considerations;

"We can't fight Axis in air unless changes are made. Army, Navy and OPM get blame for woe-wful condition of aviation;

"The huge Bethlehem Steel Corporation seeks 'gift';  
"Ouster of dollar-a-year men needed;  
"Big business representatives served as lobbyists;  
"Aluminum deals are questioned;  
"Failure to get started on production in some industries laid to view that defense is only a sideline;  
"Profits of shipyards cited, the report stating that one company had been allowed a profit of \$1.80 a day per worker and the company had 35,000 workers."

The action of President Roosevelt a few days ago added weight to the report when he named Donald Nelson to clean up the mess created at the top in America's switch to an all-out war effort.

### In Reverse

The old theory advanced in behalf of monopolies and claiming that increased business volume lowers costs apparently is to be discarded by the Association of American Railroads.

Just at a time when rail traffic is nearing an all-time peak, the railroads are demanding higher rates for passengers and freight services. In demanding higher rates, the railroads casually mention the threatening fact that they are indispensable to American war effort. The railroads admitted that during 1941, earnings were the highest by far in more than a decade.

In fairness to the railroads it should be pointed out that labor costs have gone up. But there is the fact, not admitted by all, that the railroad man is affording his employer a greater return on his services today than he did before the wage increase went into effect.

When Washington talks about price controls for working folks and agriculture, the railroad boys start talking about higher passenger and freight rates, throwing old theories aside for the present, at least.

### Chins Up — Not Out!

By Ruth Taylor.

The slogans of war are with us again. We are being urged to do this and that in catch phrases that stick in the mind. As a people we are accustomed to advertising morale. We can follow through from a few words—we don't need long-winded speeches to make us see the point.

But there is a difference between the slogans of this war and the slogans of the last one. Remember how then we were all asked to do "our bit?" We are not being asked to do that in this war. It is too clearly realized this time that "our bit" is too little. This time we need to do "our all."

One of the favorite slogans is "chins up." That is excellent—provided we don't make it "chins out" as well.

"Chins up" means keeping our courage high and going about our tasks with all the energy we can bring to the job. It means accepting handicaps and discomforts, keeping cheerful in spite of hardships, seeing beyond present lacks to a brighter future for those who follow.

But the morale of "chins up" must not slip into the recklessness of "chins out." This is no time for heroics. We haven't time to make any more mistakes. We haven't time for chest thumping. We haven't time to let over-confidence and personal bravery take the place of careful, cooperative action.

And this applies just as much to civilians as to the men in the army, navy and air force. (No one could make a marine careful.) The worker who takes a chance at his job, the householder who does not follow all the precautions set out by his air raid warden, the man or woman who does not keep healthy and ready for work; each and every one of us, no matter what our manner of living, who wastes material, time or energies, are all sticking our "chins out."

This is not a time for over-confidence, not for pessimism. We have a job to do—and we can do it, if we all get together, and keep our "chins up," our courage high and our energies coordinated to the one task of winning the war. We can do it—but by "chins up"—and not out.

### "ELEVATING OUR SIGHTS"



**Electricity**  
A report from the South Carolina Experiment Station reveals that electric hot beds may be used economically in the production of sweet potato plants.

**NOTICE OF SALE**  
Notice is hereby made that under and by virtue of an order of the Clerk of the Superior Court of Martin County entered in that certain Special Proceedings for partition pending in the Superior Court of Martin County entitled: "Elizabeth Long Rhodes, and others vs. Mrs. Nannie H. Worsley, Administratrix, etc.", the undersigned Commissioners appointed by the Courts to sell said lands for partition will on the 11th day of February, 1942, at twelve (12) o'clock noon, at the Courthouse door of Martin County, at Williamston, N. C., offer for sale, at public auction, to the highest bidder, for cash, the following described real estate, to-wit:

**FIRST TRACT:** That certain house and lot situate in the Town of Hamilton, North Carolina, and being the house and lot whereon the late Dr. B. L. Long lived and died, and described in Item 2 of the Last Will and Testament of the late Dr. B. L. Long, recorded in the Office of the Clerk of the Superior Court of Martin County in Will Book No. 6, at page 237.

**SECOND TRACT:** A certain parcel or tract of land lying and being in Martin County, State of North Carolina, and defined and described as follows, to-wit:

Beginning at a stake on Commerce Street, in Oak City, North Carolina, 150 feet Northeast of Cherry Street, the corner of J. H. Ayers' lot; thence in a Southeasterly course with J. H. Ayers' line 160 feet to a corner; thence with J. T. Daniel's line 60 feet in a Southwesterly course parallel with Commerce Street to a stake in J. T. Daniel's line; thence with J. T. Daniel's line 160 feet parallel with Cherry Street to a stake in Commerce Street; thence with Commerce Street 60 feet to a stake, the beginning, containing by estimation one-eighth (1-8) of an acre,

be the same more or less, and known as the Freddie and Alice Harrell lot.

**THIRD TRACT:** A certain parcel or tract of land lying and being in Martin County, State of North Carolina, and defined and described as follows, to-wit:

Beginning on the Northern corner of W. T. Harris' land on the road leading from Oak City to Hassell, North Carolina; thence with said road 210 feet to a stake in said road; thence in a Westerly course 231 feet to a stake; thence in a Southerly course 176 feet to a stake in W. J. Harris' line; thence in an Easterly course with W. J. Harris' line to the corner of the beginning, containing by estimation one (1) acre, be the same more or less, and being the same lands deeded to J. B. Whitfield by H. Z. Hyman, deed dated November 14, 1923.

The last and highest bidder or bidders for said lands will be required to deposit ten per cent (10) of their bid or bids at the time of sale and before closing the sale, to show good faith.

This the 9th day of January, 1942.  
HUGH G. HORTON,  
B. A. CRITCHER,  
Commissioners.

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### Be Quick To Treat Bronchitis

Chronic bronchitis may develop if your cough, chest cold, or acute bronchitis is not treated and you cannot afford to take a chance with any medicine less potent than Creomulsion which goes right to the seat of the trouble to help loosen and expel germ laden phlegm and aid nature to soothe and heal raw, tender, inflamed bronchial mucous membranes. Creomulsion blends beechwood creosote by special process with other time tested medicines for coughs. It contains no narcotics.

No matter how many medicines you have tried, tell your druggist to sell you a bottle of Creomulsion with the understanding you must like the way it quickly allays the cough, permitting rest and sleep, or you are to have your money back. (Adv.)

### WE'RE KEEPING THEM ROLLING IN SYRACUSE

#### A Pledge to Dodge and Plymouth Owners

Possible discontinuance of automotive production as of February 1, 1942, and for an indefinite period, to facilitate the prosecution of war, makes necessary a clear statement of our position and determination to be of service to the very limit of our capacity.

In recognition of our full share of responsibility for the maintenance of maximum efficiency in the operation of commercial vehicles and necessary passenger car transportation, we, the Dodge and Plymouth Dealers of Syracuse, therefore, pledge ourselves as follows:

1. To counsel conscientiously with our patrons as to the care and efficient maintenance of their cars and trucks as a means of maximum mileage at lowest cost and over the longest possible period.
2. To maintain the most adequate stocks of factory-approved parts possible under war-time restrictions, so that prompt replacement can be made as the need arises.
3. To retain in good condition our full equipment as assurance of efficient, economical handling of all service requirements.
4. To continue the employment of competent mechanics trained in factory-service methods and thoroughly familiar with the operation of Dodge and Plymouth products.

In a sense today, the responsible owner of any automotive vehicle, from a single passenger car to a fleet of trucks, represents "America's Third Line of Defense." Our Army, Navy and Air Corps are training man power for first line duties. Our industries, especially the huge automobile plants, busy with production of war materials of every nature, constitute the second line.

Third-line defense duty means that car and truck owners, who in normal times would exchange their vehicles for the latest models, will feel it their obligation to maintain their present means of transportation in continuous mechanical efficiency.

It is reassuring that the Supply Priorities and Allocations Board in a recent statement makes clear that "while the civilian economy must be stripped of non-essentials, it must be kept in good running order."

To the full extent of our ability and resources, we repeat this pledge to the Dodge and Plymouth car owners, and to the operators of Dodge Job-Rated Trucks in this community.

## Dixie Motors, Inc.

WILLIAMSTON, N. C.

# Smart Styles

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Smart Woman's favorite fashion . . . A finely detailed suit. The mainstay of every well dressed woman and can be used for every occasion. Visit our store and see these lovely suits.

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\$1.98

## New Spring Coats

In our new arrivals you can find everything that is new in Spring Coats. Exclusive quality materials used in the tailoring of these Spring Coats. If you are thrifty you'll buy your coat NOW.

\$7.95-\$9.95-\$16.50

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Hundreds to select from—Our new selections of dresses will give you color and add note of smartness to your costume that you need. See our wide selection of smart young dresses in junior and misses' sizes at very low prices.

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\$5.95  
\$7.95



Belk-Tyler Company  
DEPARTMENT STORES

WILLIAMSTON, N. C.



## DEFEND Your Family

And

## Your Country

WITH A

### Security Registered Policy

See

(PETE) FOWDEN (J. PAUL) SIMPSON (GARLAND) COLTRAIN

Representing The Security Life & Trust Co.  
OUR COMPANY IS INVESTING PREMIUM INCOME IN DEFENSE BONDS.