

War As It Relates To Home Front Is Reviewed for Week

(Continued from page one) and from the Pacific Coast, Labor-Management Committees send in production reports which a few short months ago—seven and a half months ago—would have seemed unbelievable. A single plant, the Ashland, Kentucky, Division of the American Rolling Mill Company, have set more than a thousand new production records since Pearl Harbor, and its workers and management commented last week that "this is the pace we have set for ourselves until the war is over."

Plants Call for Scrap Metals
This pace will win the war too, but it cannot be maintained unless we keep scrap iron and steel flowing back to the mills. The great new salvage drive is on—now—and there is no excuse for half-heartedness or half-measures on the part of any city or any town or any individual. If we want to win the war we must scrap metal. An indication of how much scrap iron and steel we need was a statement by WPB last week that it would require more than 750,000 freight car loads of this scrap to keep our steel furnaces going at capacity this year.

And that much of this load must be moved by tracks to rail points. WPB Chairman Donald M. Nelson has asked state and local governments to lend trucks and manpower to salvage committees to help get this scrap to the railroads. Steel mills today, some of them, are operating with less than a week's supply of scrap metal in reserve.

Here's another chance for free Americans to prove that a free people can do a better job than the slaves of a dictatorship. The Nazis need scrap even worse than we do. And the Nazis are going after it, a recent Berlin broadcast for the German home front said Hitler had ordered all unused iron and steel confiscated and added—"active support of the total action will be brought about by the unformed people."

In other words, by Himmler and the Gestapo.

WPB Issues Drastic Restrictions
Salvage is one way of saving materials for war and another is restricting the unnecessary use of war materials in civilian products. We already have gone a long way toward ending such unnecessary uses but we can always tighten up the belt another notch. Last week brought these tightenings—(1) WPB ordered all hand tools simplified to save iron and steel and other materials and decreed that after the end of August alloy steel may not be used in any shovels except those used in mining. (2) WPB decreed that sole leather of military quality and weight may now be used only in shoe or repair leather bought for military purposes. (3) WPB issued more drastic restrictions in the use of rubber for a long list of civilian products, including rubber footwear and a variety of farming and industrial equipment. (4) WPB announced that a way had been found to make powder bags and other military articles out of used silk hosiery, stopped sale of used silk hosiery in the hands of dealers.

Plants Participate in Slogan Contest
If production were our only problem we might feel that we had pretty well solved it. The more than 1,000 factories with War Production Drive Labor-Management Committees continue to reach new highs. The story of the American Rolling Mill Company plant cited above, is typical of reports from workers and management in most of the great plants in America's converted industry. The Production Drive Slogan Contest is a concrete guide to the way America's production soldiers feel about their work. Some of the plants send in more than a thousand slogans and most of the slogans stress those things which are most important to the work of war—the need for speed, the danger in being absent from work, the perils of inefficiency, the duty to work hard, buy bonds and keep a silent tongue.

Coal Replaces Oil in War Plants
The War Production Drive headquarters this week begins a campaign to bring the 300 anthracite coal mines in Eastern Pennsylvania into the War Production Drive. The sinking of American tankers has created a critical fuel shortage and hard coal will be necessary to replace lost oil or many war plants may have to shut down this winter. Very little hard coal is used for manufacturing munitions but is vitally necessary to keep plants warm and to heat the barracks and cantonments of our constantly expanding army. New England is an especially critical area because of the difficulty in getting oil there and the bleak New England winter.

ODT Tightens Up on Transportation
Transportation—The East now is under a permanent coupon system of gasoline rationing, a system which should really eliminate unnecessary driving. And in a buffer zone on the border of the rationing area gasoline deliveries have been cut 25 per cent. This comes at a time when a new record has been set in the amount of petroleum products moved by rail to the East Coast, and when the world's largest oil carrying pipeline—a 24-inch, 550 miles emergency line from Texas to Illinois—is under construction. But our need for petroleum products is not restricted to gasoline, with all the fuel oil we can bring in by whatever means we shall have less than we need to keep our war industries and power plants going, to heat Eastern homes which cannot convert to coal.

We cannot put great quantities of war materials into new transportation facilities whether they are for the movement of supplies and finished goods or the movement of war workers. The Office of Defense Transportation is conducting a drive to have transit companies reduce the number of stops in order that they may maintain the same frequency of service with less equipment. The rubber situation is as critical as ever and from now on only trucks performing services necessary to the war effort or to public health and safety are entitled to recapped or new tires. This means no recapped or new tires for privately operated trucks which primarily carry luxuries such as alcoholic beverages, soft drinks, tobacco.

OPA Enforces Price Ceilings
The Office of Price Administration continues to get tough with unpatriotic people who try to evade the ceiling over prices set in order to prevent a runaway cost of living—a runaway which would bring suffering to millions. And OPA continues to protect the honest merchant against injustice.

OPA has started a nation-wide drive to end profiteering in the sale of beer and soft drinks to members of the armed services. Price Administrator Henderson called this racket a "low form of chiseling" and said his office "has evidence that grills, lunch wagons, taverns, restaurants and similar establishments in the vicinity of Army camps and Naval stations have jacked up the price for bottled drinks of all kinds." OPA is going to stop this practice "by civil suits and where necessary by criminal action." No bottled drink may be sold at a price higher than the establishment selling it charged last March. OPA Price Ceiling Regulations have been amended to help storekeepers, wholesalers and manufacturers whose prices were unusually low last March because of special merchandising deals or temporary reductions. And OPA announced that residential rents will be cut back and stabilized in 18 more rental areas varying in size from Key West, Fla., to Milwaukee, Wis.

The War Manpower Commission announces that \$5,000,000 will soon be available to help technical and professional students speed up their training for war jobs. And the Federal Security Agency's Apprenticeship branch is working on plans to train new typewriter repair men. The campaign to get 600,000 used typewriters from business and private sources for the armed services and the war agencies shows how critical is the shortage of typewriters. . . . WPB has ordered that officers military insignia must be made of sterling silver and solid gold in order to save other metals needed for war.

Closeup of Renault Plant Wreckage Left by RAF



How effectively the R.A.F. wrecked the Renault auto plant in Paris is shown by this photograph which was smuggled out of occupied France. The factory had been turning out vast stores of war material for the Nazis. Motors, crankshafts and valves were manufactured in the workshop above before the British bombers blasted it into a mass of twisted wreckage.

THE RECORD SPEAKS . . .

For the second time in two weeks no automobile accidents were reported on Martin County highways last week. It was the first time in years that a perfect record followed another that was perfect. However, the gain is not so great when compared with the safety accomplishments in the corresponding period a year ago. There were no accidents reported in the county during the 30th week in 1941.

The following tabulations offer a comparison of the accident trend: first, by corresponding weeks in this year and last and for each week to the present time.

30th Week Comparison			
Accidents	Inj'd	Killed	Damage
1942	0	0	0 000
1941	0	0	0 000

Comparison To Date			
1942	44	27	\$ 5,943
1941	53	44	2 17,175

Health Department Announces Ratings For County's Cafes

(Continued from page one) ket, A; Sunnyside Market, B; McClees Cash Grocery, A; Andrews Market, B; Robertson's Market, C; E. L. Brown's Market, C; Red Front Market, B. Oak City: Ayers' Market, B; W. V. Daniel's, B. Robertsonville: Everett and Williams, C; Robertsonville Mercantile Association, B; Mrs. Francis Bryant's Market, C. Jamesville: Brown Brothers Market, C; Sexton's Market, B. Everetts: Hardy's Grocery, B; Cherry's Market, B. Hamilton: Johnson's Market, B; Johnson and Matthews, C. Parmele: Tom's Market, B.

Schaub Again Urges Wise Use Of Tires

A trip to town today to the movies may mean the impossibility of taking a load of tobacco to the market this fall, cautions Dr. I. O. Schaub, director of the N. C. State College Extension Service, in a special appeal to farm people to save their tires. With the Japanese in control of the lands from which the United States once received more than 90 per cent of its rubber supply, there will be no more tires for civilian use, either synthetic or reclaimed, earlier than the summer of 1944, if then. Even the needs of the Army have been cut to the bone.

Plane Travels Two Miles And Crashes Near Plymouth

(Continued from page one) he could wade the stream, he stepped in and almost mired up to his neck. He worked himself free, pulled off most of his clothes and started swimming. At first he moved up the stream, but changed his course and started swimming down the creek when the pulp mill whistle was sounded for a few second about every ten minutes. He had traveled possibly a mile during the five and one-half hours he was in the water and before he was rescued by R. S. and Van B. Martin, Plymouth young men. He was carried to Plymouth and retired after receiving medical attention. The young man, a native of Texas, continued to his base in Norfolk yesterday afternoon. Starting to report the crash, a watchman at a Plymouth mill was slightly injured when lightning struck the telephone line and he could hardly talk for nearly an hour. Garland Woolard, local man who was on the golf course, reported to the observer's post here and Observer Bob Taylor relayed the message to the district filter center.

Local Young Man Is Now In Coast Guard Service

Volunteering for service in the United States Coast Guard, Thad F. Harrison left this morning for induction at Raleigh. He will be transferred late today to Norfolk and for a definite assignment later.

INVISIBLE BARRIER



Citizens Of County Take More Interest In Spotting Planes

(Continued from page one) Improved "spotter" service in other centers will be reported from time to time. During the first week the Williamston post—operated on a 24-hour schedule, seventeen planes were reported. Starting a second week yesterday, the post reported eleven planes in a very few hours. The crash of a plane near Plymouth last Sunday afternoon was reported through the local post, the quick action making it possible for other planes to start a search within an hour.

While more than 100 persons have volunteered to help man the local post, others are needed, Chief Observer W. H. Carstarphen says. The names of recent volunteers follow: Mrs. J. B. Taylor, Kenneth Lindsley, Jr., H. L. Barnhill, Della Jane Mobley, Anne Fowden, Mary Warren, Mrs. J. E. King, H. L. Brown, Mrs. C. G. Crockett, Jr., D. E. Darden, Mrs. Dean L. Speight, Jimmie Waters.

Local People Now Sending EFM Wires

Local people today began sending the new "EFM" (Expeditionary Force Messages) to members of the United States armed forces stationed in many foreign countries, it was announced by Mr. Jamison, manager of the Western Union Telegraph Company. The first "EFM" message from this city was sent by Mrs. Leslie Bailey, RFD 1, Williamston. Special "EFM" blanks, listing the 103 fixed-text phrases provided for the service, have been received at the local Western Union offices where the outbound service was started this morning. Members of the armed forces abroad began sending "EFM" messages to their homes on May 29, when inbound service was inaugurated.

In the "EFM" cablegram, a contribution by the communications industry to the nation's war morale, the sender may incorporate in one message, costing sixty cents, as many as three of the 103 fixed text phrases. These phrases relate to correspondence, greetings, health, promotion, money, congratulations and other subjects. Like President Roosevelt's use of the fictitious land of Shangri-La to conceal the base from which American planes bombed Japan, the War Department has provided all Western Union offices with charts identifying foreign countries only as arbitrary code words. Relatives and friends sending these messages will not know in what countries the cablegrams are to be delivered. Outbound "EFM" messages will be addressed to the troops by rank, name, identifying serial number and Army Post Office number. Families of members of the armed forces have this information. The telegraph company will use the Army Post Office numbers in selecting the proper code addresses, but will not know what countries the code words indicate. The telegraph company will transmit the messages to the country of destination, where the Army Post Office will make delivery.

Nearly Six Hundred Are Now Subject To Draft Immediately

(Continued from page one) war effort, and then to those married men with children. Anticipating a general and sweeping call for all single men, the draft board office is sending out draft questionnaires to third registrants as rapidly as possible. So far, 736 of the questionnaires have been mailed, and others will be sent out as soon as possible or probably by the latter part of this week.

Germans Continue Their Push Toward Caucasus Gateway

(Continued from page one) in an effort to draw off Russian reserves from the Caucasus. While Russia is fighting for her life on the Eastern Front, the RAF went into action on a big scale last night and blasted Hamburg, greatest port in Germany and the largest submarine-building center in the world. Vast areas of the city of more than a million and a half people were left burning or in ruins. The attack was rated one of the most successful of the war.

Rommel in Africa is having his supply lines and bases bombed some more, and the Imperial land troops are renewing their attacks against the lightning German general. Loud talk came from Japan's Tojo, the prime minister declaring in a speech yesterday that Japan is determined to crush and destroy the United States and Britain.

Late reports declare that the Germans are within 40 miles of Stalingrad, but that the Russians were offering a stronger defense in other sectors. It was admitted by the army's official organ, Red Star, that the withdrawals before the superior German forces were becoming more difficult.

Gains made in renewed attacks by the British have been wiped out by German counterattacks in Egypt. The time for a second front is not yet ripe, the militarists say, but it is believed that events are pointing to such action. Hitler is declaring that the coastal defenses have been made almost impregnable by 10,000 men who have been working on them for two years. It is also claimed that Germany is moving her factories toward the east, the move indicating that something is to be expected sooner or later.

A powerful drive is being launched against the Japs by the Chinese, and China's capital, Chungking, was saved from an attack when American airmen drove the invaders away. Little news is coming out of Washington at this time, but traveling salesmen appearing there and demanding more gas were told yesterday that "War plants on the east coast may be forced to close down and inhabitants in that area may freeze this winter because of the intense shortage of fuel oil." Joel Dean, OPA fuel rationing chieftain, issued the warning and emphasized the gravity of the situation now facing this area.

Car owners will face prosecution if they do not display their \$5 use stamps after Friday of this week. The stamps may be purchased at post-offices through Friday, but they can be procured from the Internal Revenue Collector, Greensboro, after that day.

There's a beef shortage in Boston, but the rest of the country apparently isn't worrying about that, at least not at this time. Pvt. John R. Coltrain, Jr., left Monday for Pine Camp, N. Y., after spending several days here with his parents, Mr. and Mrs. John R. Coltrain. He was accompanied to Rocky Mount by Mr. and Mrs. J. R. Coltrain, Sr., Mrs. John R. Coltrain, Jr., and Miss Sallie Coltrain.

Mr. Roland C. Crawford, of Norfolk, spent the week-end here with his mother, Mrs. J. C. Crawford. Mrs. Sam Zemon left yesterday for Durham to spend a few days with relatives.

Number White Men Leaving For Army From This County

(Continued from page one) Wilson Thomas, Dardens and Norfolk. Joseph Clinton Roebuck, RFD 1, Robertsonville. Hubert Durwood Hardison, RFD 1, Jamesville. Russel Warren Biggs, RFD 2, Williamston. William Archie Mobley, Jr., RFD 3, Williamston. Alton Wesley Gurganus, Jamesville. James LeRoy Williams, Jamesville. Thirteen of the young men, said to have been accepted, returned late last night on 14-day furloughs. Others are expected to return home today and tomorrow.

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