

Local Men Help Bethlehem Exceed Ship-A-Day Goal

Men and women from all parts of the country are sharing the company's honors in having the greatest shipbuilding history during the year of fighting and cargo ships. The government has permitted the company to reveal the fact that in output its promise seemed fantastic when made at the beginning of 1943, that it turned out a ship a day of fighting and cargo craft.

The remarkable program carried out at Bethlehem included a 35,000-ton battleship, 27,000-ton aircraft carriers, 14,700-ton heavy cruisers, 13,000-ton light cruisers, 6,000-ton destroyers, 2,100-ton destroyer escorts, tank landing craft, infantry landing craft, and many types of cargo ships including a large number of Liberty ships and Victory ships.

The value of the year's work was equivalent to over 1,000 Liberty ships and, in terms of man-hours, the company estimates the 1943 program was equivalent to the construction of 22 battleships. Approximately 70% of the ships built were fighting craft and 30% cargo vessels.

In addition to the amazing production record of new ships, Bethlehem yards also repaired, converted and serviced over 7,000 vessels, thus playing a major roll in keeping our fighting fleets in trim.

Approximately 300,000 men and women were employed by Bethlehem in its shipyards, steel mills and other divisions to accomplish this program. But because the company has set its sights still higher for 1944 it will be necessary to add still more to its present army of employees.

Three Brothers In The Armed Forces



MR. AND MRS. LONER CHAMBERS, of the Bethel section of the county, have three sons in the service. They are as follows (reading from right to left):

Pvt. Cash Chambers entered the service on April 7, 1942, at Fort Bragg, and from there was sent to Fort Eustis, Va. From the latter he was sent to Fort Barrancas, Fla., and then to Burwood, La., and back to Fort Barrancas. From the Florida post he was transferred to his present station at Camp Stewart, Ga.

Pvt. Thomas Van Chambers entered the service on April 28, 1943, and received his basic training at Fort Jackson. He was later stationed at Camp Croft, Fort George Meade, Md., and then overseas. He first served in Africa and is now in Italy. Prior to entering the service he was employed at the Newport News Shipbuilding and Dry Dock Company.

Seaman Hubert Chambers entered the U. S. Navy on May 17, 1943, and took his boot training at Bainbridge, Md., after which he was sent to Little Creek, Va., and then to Washington, D. C. From the latter he was sent to Salomas Branch, Boston, Mass. He is now on sea duty. Prior to entering the service he was employed at the Newport News Shipbuilding and Dry Dock Company.

Few Weeks Left For Boys To Get Naval Scholarships

Only a few weeks remain for North Carolina high school graduates between 17 and 19 and high school seniors graduating before March 1 to take advantage of the Navy's twenty-seven thousand dollar scholarship. Lieutenant Lodwick Martley, Officer-in-Charge of Naval Officer Procurement for North Carolina, has just announced.

The winter quota for Class V-5, Naval Air Corps, definitely closes on January 31 and all men now eligible must enlist before that date. The spring quota will be open only to seniors in the June high school graduating class.

According to present plans, Lieutenant Martley stated, two semesters of college work, with full college credit, will be given all enlistees before pre-flight training begins. The best colleges in the country have been selected for the Navy's educational program, and every detail has been worked out to make the training the very best that the nation can afford.

In order to take advantage of the remarkable opportunity for education and service, it will be necessary for all interested boys to see their nearest Navy recruiter immediately or to write to the Office of Naval Officer Procurement, 203 Capital Club Building, in Raleigh.



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The Cost Of Onions

Joe Spagetti is a good workman. He is paid \$80 every Saturday night for his week's work. Joe and his wife, Marguerita, are both fond of onions. So Joe went to market and ordered one pound of onions only to discover that they only cost 2c more per pound than they did before the war when he was getting \$18 per week. So Joe howled like a wolf and laid off a day to tell the OPA that something should be done about the high cost of onions, and the OPA did something. They got from Congress an appropriation of \$100,000,000 with which to "roll back" the cost of living from the \$80 a week era, without disturbing wages—a very laudable objective if the cost were

not so great.

Who pays the \$100,000,000? Why nobody but you and Joe and I, and Joe doesn't howl like a wolf when the paymaster deducts 20 per cent from his pay envelope either, because it never occurs to him that a part of that 20 per cent of his week's earnings is diverted to subsidize the farmer and the carrier for the 2c he made so much fuss about.

Now, if Joe and Marguerita should each day eat all the onions they could hold and then top off with carrots, turnips, spinach, corn, potatoes and a good roast of beef and, perhaps, finish up with cantaloupe a la mode, they might suffer from acidulous stomach pains, but would still have more money in their joint bank account at the end of each month than they ever had in the \$18 a week days when salt pork, potatoes and dried apple sauce were a banquet. Think that over, Joe.

Old fashioned supply and demand mixed with unhamp red individual competition, if given a chance, would do much toward regulating the prices of everything on a fair basis to all. But you can-

from Bob James of that section.

Paul Haynes, son of Mr. and Mrs. Jesse Haynes, of Woodstown, N. J., is now visiting with his aunt and uncle, Mr. and Mrs. Mallie Woody. Before returning he will visit with his grandfather, Joe Presnell and other relatives in and near Max Patch.

Fines Creek News

By Mrs. D. N. Rathbone

C. R. Francis, mail carrier for Fines Creek for the past 38 1/2 years, is back on the job after being ill for the past three weeks.

Mr. Francis started carrying the mail in the "horse and buggy" days, and often found the roads a sea of mud, often the mud coming up to the axels. Often the horses found the going rather tough.

Mr. Francis recalls one accident, many years ago, when a pack of barking dogs scared his horse on lower Fines Creek, and the frightened horse ran, turning the buggy

upside down, scattering the mail in all directions.

Snow is about the only thing that hampers Mr. Francis these days. He carries a shovel on snowy days, and usually digs his way out of deep drifts and goes on.

During the absence of Mr. Francis the mail was carried by Howard R. Hall.

Mr. and Mrs. Grover Rathbone of lower Fines Creek in the Shelton Laurel area, announce the birth of a son on Dec. 22nd.

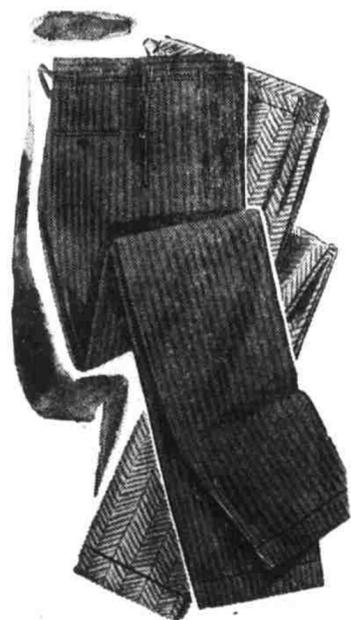
Pvt. Farady B. Rathbone, of Camp Forrest, Tenn., spent the Christmas holidays here with his mother, Mrs. W. P. Rathbone, and other relatives on Fines Creek.

M. C. Green, of Newport News, enjoyed the holiday season here with his mother, Mrs. Marvin Green. His father is also employed at Newport News.

Mallie Woody, who has held a position at Wilmington for the past two years, is now home with his family on Turkey Creek, where he purchased a farm sometime ago

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That when a business man founds a business, he's building for a future—and nobody can take that future from him.

That when any man works hard and saves his dollars, those dollars are his. He can spend them if he likes. Or he can invest his money, secure in the knowledge it's working for him.

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Without it, nobody's going to plan any further than tomorrow. Without it, there's no incentive to invent or invest, discover or develop. Without it—and don't let any one tell you otherwise—this country would lose its high place among the nations of the world.

* Hear "Report to the Nation," outstanding news program of the week, every Tuesday evening, 9:30, E.W.T., Columbia Broadcasting System.

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