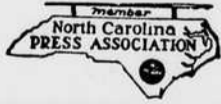


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EDITORIAL

THE HOME FRONT

● ● We are now on the offensive. For the first time in this war American forces have moved against the enemy with the objective of expelling him. The theater of action is the Solomons. The Solomons are a chain of islands, the islands are steaming jungle and abrupt peak and the home of head hunting savages who doubtless have learned new lessons in savagery, lately, from the Japanese. For Japan's line of communication runs through the Solomons, and in the Solomons Japan flanks Australia.

From its very start this first American offensive indicated to the Home Front the need for redoubling our production effort. Admiral King, Commander in Chief of the U. S. Fleet, said it appears we have lost at least one cruiser and that other warships had been damaged and he said—"Considerable losses, such as are inherent in any offensive operation, must be expected."

Must Prepare For Losses

We must go on from offensive to offensive if we are to win this war, we can win this war only by driving the Japs out from the territory they have seized, by driving the Nazis from Europe and the Near East. To do this we must accept losses on a great scale, and we must prepare for these losses.

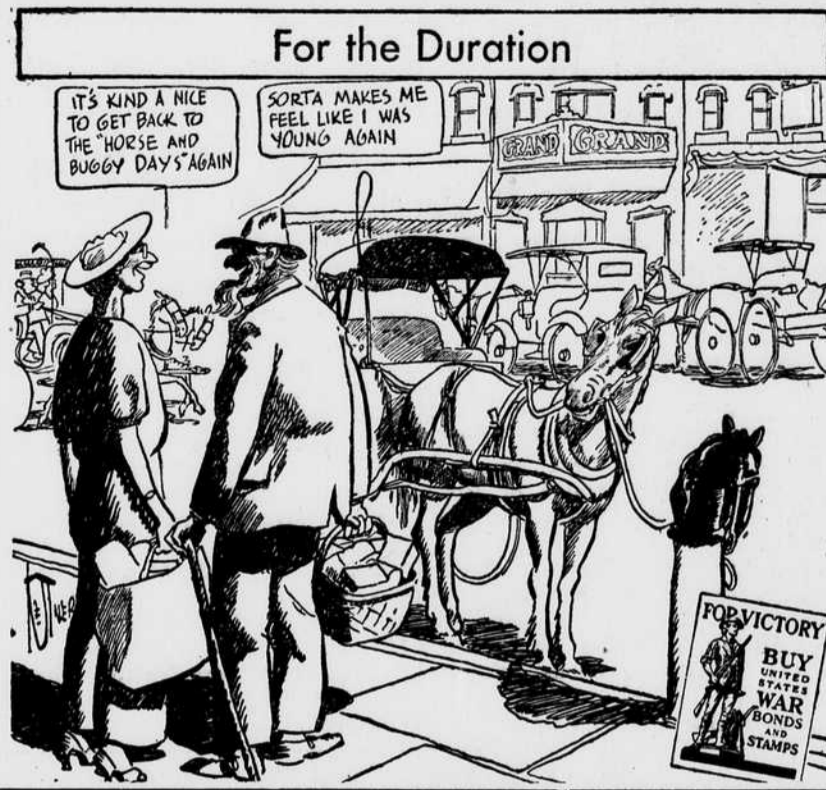
We cannot sit smugly back on past performance.

Last Sunday Elmer Davis, Director of the Office of War Information, spoke of the front line of production and said of it that "Generally speaking this line is holding firm." But Davis went on to say that this front line could break unless new lines swiftly are established behind it. "We certainly shall fail," he said, "unless we increase the production of raw materials." He said we must develop new processes, and waste, and—something in which everyone can help—"Press for full salvage by every citizen in the land."

Materials and more materials—that is the desperate need. This is a war in which tanks are destroyed by hundreds in a single action on a single sector of one front. And yet into a tank of the General Grant type go about 26 tons of steel, some six hundred pounds of copper, more than five hundred pounds of chromium and more than six hundred pounds of manganese, aluminum, lead and zinc.

Salvage Is Paramount

More than ever today the emphasis must be on salvage and on such further restrictions of an already restricted civilian industry as may be possible. It is possible to tighten up on the civilian economy here and there, and wherever it is possible it must be done. One of our most critical shortages is the shortage of steel and last week the War Production Board ordered the makers of wooden up-



holstered furniture to stop using iron or steel in springs. WPB launched a drive for metal salvage embracing 37,000 dairy plants throughout the country and appealed to wholesale and retail merchants to "make a clean sweep" of store rooms and shops for critically needed material. There are almost two million retail merchants in the U. S. A. and more than 100,000 wholesalers. And the combined Production and Resources Board, the agency through which Great Britain and the United States attack their joint production problems, says an American Steel Mission is going to England to work out plans for a more efficient method of using steel, and to study British methods of collecting scrap.

We must forget that we are the richest country in the world, until the war is won we must live as though the U. S. A. were a poor country, without resources. Last week WPB ordered that men's work clothes must have fewer pockets, fewer buttons and buckles and must consume less cloth. Another order cut use of rubber in manufacture of products intended not for civilian use, but for the armed forces. The order prohibited use of rubber in a long list of military products, including cartridge clip boxes and gun grips. WPB called on the wood furniture industry to help relieve civilian shortages by using wood to make articles normally made of metal such as lockers, ice boxes, wash tubs, pails, lamps, trailers, truck and bus bodies, but WPB warned that the highest quality lumber must be used primarily for military purposes and that only lower grades would be available for these substitutes.

A LESSON FROM GERMANY

● ● A vivid light on the role of railroads in war is found in comments by some of the American correspondents recently exchanged at Lisbon for German correspondents and diplomats.

Louis Lochner, chief of the former Berlin Bureau of the Associated Press, said:

"Adolph Hitler's widely advertised super highways may yet prove an important factor in the undoing of the German war machine. The longer the war lasts, the more evident it becomes that Hitler bet on the wrong horse in solving the nation's transportation problem chiefly through the construction of super-highways rather than the improvement, or even the upkeep of Germany's extensive railway system. A majority of Germany's 600,000 freight cars were obsolete by 1938. Even in the first winter of the war the transportation system proved inadequate."

Edwin Shanke, another member of the Berlin AP bureau, wrote:

"Railways have been in a tangle virtually from the start of the war. The lack of rolling stock replacements and the repair of aging facilities are

the principal headaches . . . The super-highways now lie virtually idle while railways are clogged with war traffic they can't handle."

In this country, where the railroads are privately-owned, not state-owned as in Germany—the rails were ready for war. They had spent twenty years preparing for war, and for demands for service which would surpass all precedents. When the defense drive started, the greatest mass-transportation system the world had ever seen was at this country's beck and call. That system has confounded its critics, and done a job which is literally miraculous.

That system will be called upon to do a bigger job still in the future. And it will do that job if permitted to buy the materials it needs for maintaining and expanding its plant. When Hitler finally collapses, the breakdown in transportation will be one of the causes—movement is the heart and soul of modern war. The lesson we can read from Germany's experience is clear: Our American railroads, with their far-sighted managements, expert crews and magnificent physical facilities, must be kept rolling at all costs.

—The Southern Farmer

The Well-Dressed Wave

● Lieut. Comdr. Mildred H. McAfee of the Women's Naval Reserve Corps has revealed a deft touch in surrounding the new uniforms of the American Waves with some part of the suspense that once attached to the Paris openings.

Beyond the fact that Mainbocher has designed the outfit, including the hat, summer and winter uniforms, raincoats, overcoats, have-lacks, blouses and sweaters, very little is known. Commander McAfee has added spice by observing the costumes were designed to be becoming to women and not merely to copy the men's uniforms. And she has hinted the whole outfit will be rather pretty by disclosing that the "opening" is delayed because they haven't yet found just the right shade for the hosiery.

We have heard so much feminine criticism of men's costumes, military and civilian, that it will be interesting to see what the girls can do when turned loose with a Paris couturier, Navy blue, some gold braid and brass buttons. But, after all, they'll have to go some to beat the Admirals' "fore-and-afters."

—The Christian Science Monitor