

MATERIALS and DEFENSE

Steel is armament for America. That is why civilians are faced with a steel shortage. Some estimate that this shortage of steel for non-defense may go over 10,000,000 tons for 1941, and some think the shortage is even greater. Even today it isn't always easy to get steel quickly for civilian purposes, because defense also needs steel—demands it in many times the quantity it needs for aluminum, tin, zinc, and brass.

We need steel for tanks and guns and planes, steel for blitz buggies, for 45,000-ton battleships, and for all the machines and arms of modern warfare. If America is to be strong and impregnable against aggression, then steel will make it strong. Steel, in the modern iron age, is the groundwork of defense.

Closely related to armament is a wide range of indirect defense needs. Steel is needed for the hulls of new merchant ships, for new freight cars, for defense housing, for new industrial plants, for electric power plants—all taking millions of tons.

But steel is also raw material for the things consumers buy—automobiles and fly swatters, washing machines and scissors, refrigerators, and razor blades, oil burners and tweezers—and that's the rub. One simple example is the refrigerator in your kitchen. There are approximately 100 pounds of steel in that refrigerator. In 1939, we produced 2,000,000 such refrigerators. In them was enough

First Call For Defense
Today, defense gets first call on all the steel made in America. That is as it should be: first things first, until America is powerful enough to stand fast against all threats and dangers. Some of the steel that has been going into automobiles and typewriters and paper clips must now be rerouted, shuttled into the foundries and factories of defense.

Since we can't produce enough production and the needs of defense, we do the next best thing: tag all the steel required for defense, then allot as much as possible to production of essential civilian goods, and assign what is left to those civilian products which we need—but can live without.

The arms program wasn't many months old before steps were taken to assure a sufficient supply of steels for all predictable defense needs. The picture, as America began to tool up, was that of a nation rich in automobiles, rich in washing machines, rich in refrigerators—rich in all those things that made America the envy of the world. We had these things because the raw materials were available in ample quantities to meet all our needs.

Then, a year ago, defense began to nibble at this wealth. Out of every 100 pounds of steel in 1940, 18 went into cars, trucks, and—something new on the list—mechanized military equipment. Thirteen pounds went for roads, dams, bridges, factories—and army cantonments. Ten pounds were set aside for the railroads. An equal amount went for tin cans, steel drums, and other metal containers. Some of that was for defense.

The 49 pounds that were left were earmarked for industry, for the machinery and tool makers, for ordnance manufacturers and ship builders, and manufacturers of everything from watches to airplanes. Effecting the turnabout—directing the flow of steel away from peacetime consumption and into the defense factories—has been accomplished in several ways.

In the first place, there is priority control. That means claim on all steel is given to Army and Navy requirements. Then come other defense needs, such as construction of arms factories. After that, products needed for the general welfare—new hospitals, highways, and the like. And finally come the nonessentials—the things that America is used to but can get along without for the duration.

Secondly, America is cutting down. Already, we have made a frontal attack on one of the biggest peacetime consumers of steel of all; we have decided that while America arms, it must get along with half the automobiles of last year. On the basis of last year's use of steel in automobiles that means a saving of 2,747,300 short tons. Other cuts will have to be made—cuts in refrigerators, washing machines, bed springs, and other consumers of durable goods which chew up steel and other critical metals.

Substitutes For Steel
Look at these figures if you want to know why we must cut down: Into a 45,000-ton battleship go 20,000 tons of ordinary steel; into an aircraft carrier, 17,000 tons; into a cruiser, 5,500 tons; into a destroyer, 700 tons. And those figures are exclusive of guns and defensive armor. A medium tank uses 72,000 pounds of steel; a 155-mm.

howitzer, 8,960 pounds; a 16-inch Navy shell, 2,000 pounds. In addition to the belt-tightening necessary, there are other things we can and must do. For one thing, there is substitution: plastics or wood or glass or enamelware where steel was used before. Some companies have already turned to substitutions: wood for steel in kitchen utility cabinets; plastic or laminated wood for steel in dinette table tops; asbestos for steel in galvanized steel sheets; porcelain enamel for steel in refrigerator evaporators.

Where it is not possible to simplify, the steel industry has taken the lead here. Since the start of the defense program, types of steel have been cut down from a thousand to less than a quarter of that number. Bicycle models are being reduced both to stretch supplies and to save on consumption. The same thing is being done with refrigerators, and will be done with other products in the months ahead.

Shortages in scrap steel—absolutely essential to production of finished new steel—are being overcome by salvage campaigns. Automobile graveyards are expected to yield upwards of a million tons of scrap. Abandoned street-car rails—being salvaged with cooperation of WPA workers—are another source being tapped. Plans are under way for collection of scrap from the nation's farms and back yards.

Axis vs. America
There are bright spots in America's steel picture. Compared with the rest of the world, we turn out close to half of the total steel production. For every 2 tons of steel within Hitler's reach, we have 3. We are currently producing over a third more steel than we did during our peak output during the last war, about a sixth more than we did in the boom days of 1929. Though we need steel for defense, we must sacrifice only a fraction of what we normally use in peacetime. For example, to complete our two-ocean navy will take about 1,200,000 tons of steel; in 1940, the auto industry alone used up 2,900,000 tons of steel.

Our supplies of iron ore, limestone, coal—all ingredients of steel—are within easy reach. But the purifying materials—which give special properties to steel—must come from outside our borders: manganese from Russia, Brazil, Cuba, and Africa; tin from Malaya, the Dutch East Indies, and Bolivia; chromium from Africa, Cuba, and Greece; cobalt from Canada, Africa, and Australia; tungsten from China and Malaya; vanadium from Peru and Rhodesia.

Those materials are being stock-piled, stored against the day when these production sources may be cut off. With that being done, along with curtailment in civilian consumption.

In these perilous times our citizenship and patriotism are being constantly challenged by the ever-increasing demands of the times. Should we falter or fail in measuring up to our citizenship responsibilities in proportion to our abilities our right to that citizenship might be open to question. In the proportion that we assume our responsibilities, to that extent will we be productive or serviceable assets which cannot be discounted and "charged off" the books of citizenship in a final reckoning. We cannot afford to expect the full rights and privileges of citizenship and not be willing to assume the responsibilities of that citizenship. To do this would classify us as liabilities without

NORTH CAROLINA BAPTIST ENDORSES NEW BOOK

Rocky Mount, Nov. 13.—The General Baptist Convention of North Carolina gave the authors, the Rev. M. W. Williams and the Rev. G. W. Watkins, most cordial commendations on the contest and general make-up of their new history, "Who's Who Among North Carolina Negro Baptists," with a brief history of organizations, at the regular convention here October 28-31.

The entire convention went on record as endorsing the volume and urged pastors, superintendents, deacons, church clubs and individual members to read it and become acquainted with the background and current trend of the achievements.

The state convention, comprising all of the Baptist in the State, and the 56 associations which represents 280,000 Baptists, met at the St. James Baptist Church with the pastor, the Rev. W. L. Mason, host to the four-day session.

Dr. P. A. Bishop is president of the convention. Adv.

You owe it to yourself and your country; join the Red Cross this year. Our quota is 750, considerably more than last year. Do your part to help us reach this goal.

There will be tables placed at convenient places in town Saturday, for those wishing to sign up with the Red Cross. Monday there will begin a house to house canvass of the entire community. This lasting through November.

We hope to have each home enroll 100 percent. That will mean every member of the family will be a member of the Red Cross. By doing this we will be able to carry our quota far beyond the goal mark.

New Forms Designed To Give All Details Regarding Wrecks

Raleigh, Nov. 13.—An "accident report" form designed to replace the form now used by Highway Patrolmen in reporting wrecks in being printed for distribution to patrolmen and the field forces of the Highway and Public Works Commission. The new form is designed to give more complete information on road accidents.

Generally speaking, it follows the form now being used, but it differs in one important phase—space is provided for information

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on what influence exterior factors exercise in highway accidents. This is an angle of wrecks not inquired into heretofore. An "exterior factor" may be a slow moving vehicle near the scene of an accident but not actually involved, distraction of driver's attention, or any other happening that may contribute to an accident without directly causing it.

It was at a conference of representatives of the Highway and Public Works Commission, the Highway Patrol, the Safety Division and the Motor Vehicle Bureau that the new form was approved and ordered prepared for redistribution.

Patrolmen will make out their reports in triplicate, (as they do now), and in addition Highway employees will be requested to cooperate by filling out as complete reports as possible on accidents occurring in their localities.

In addition to Patrol and Highway employee reports, operators involved in accidents should make their own reports, a step required by law. All operator reports are confidential and are used for statistical purposes only.

New Type Piston In Olds Gives Greater Service

The adoption of Armasteel pistons in all series of Oldsmobiles for 1942, both six and eight, was announced in Lansing yesterday by D. E. Ralston, general sales manager for the Oldsmobile division of General Motors. Adoption of these new type pistons signifies the release by Oldsmobile of huge quantities of aluminum to national defense uses. It also dramatically illustrates how the development of an "alternate" material can result in improved quality and long life.

"Armasteel pistons have played an important part in the sensational records achieved by General Motors diesel-driven loco-

tives," said Ralston. "Designing and building a piston for these engines that offered extremely low wearing qualities, at the same time maintaining far greater tensile strength, was an achievement of the General Motors Research staff. Records show that as many as a million miles of continuous service was travelled by the General Motors diesel engines without need for Armasteel piston maintenance."

"Because of its valuable contribution to improved quality, Oldsmobile is proud to list the Armasteel piston with its long list of automotive firsts, including Hydra-Matic Drive, the only drive to eliminate the conventional clutch mechanism, clutch pedal and all gear shifting."

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3	1202	Alston Avenue	2.00
5	411	Branch Place	5.00
6	407	Church Street (Chapel Hill, N. C.)	5.00
3	603	Coleman Alley	3.00
3	531	Coleman Alley	3.00
2	810	Elizabeth Street	2.25
2	610	Elm Street	2.50
5	334	Enterprise Street	5.50
		616 Fayetteville Street (Store)	
		Monthly Rate	25.00
2	604	Gay Alley	2.25
2	314	Lee Street	2.25
2	429	Piedmont Avenue	2.50
2	1005	Willard Street	2.50
3	431	Piedmont Avenue	3.50

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