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Wednesday, September 23, 1932

A horse named Marriage won a race Monday. Marriage has been losing a race with Divorce for several years.

Let 'Em Get Even

MEMBERS of War Price and Rationing Boards receive no pay for their services in this connection, and this means that many board members are making considerable business and personal sacrifice in helping with this work.

Not only are the hours long and irregular and the duties exacting and frequently unpleasant, but there are some instances where conscientious interpretations on the part of board members have resulted in making business enemies of applicants for tires, gasoline or sugar, as the case might be.

These, of course, have been exceptions and not the rule; but it does emphasize the fact that rationing board members are on the spot. When an applicant comes in and gets what he asks for, he's very happy about the whole thing and he thinks that rationing is a good thing and that everybody ought to cooperate.

We know that these fellows are doing the best they know how, and we know that they are never going to be paid, either in the coin of the realm nor in public appreciation, for the work they've done. So we've devised a plan that will allow them to wind up on a high note of popularity.

Pooling Operations

THERE has been a serious shortage of labor on the farms of this county this season, and the discomforting thing about it is that the situation probably will get worse before it gets better.

Which means that the farmers must do some serious planning if they hope to carry on their farming operations on anything like the scale to which they are accustomed.

With the growing demand of defense jobs, plus the ever-encroaching grasp of the draft, it occurs to us that well organized cooperative labor plans between the farmers might be an answer to the problem.

Crops being as they are, and seasons arriving everywhere at the same time as they do, we realize that there will be some difficulties to work out in any program of this kind. But if two men can do as much in one day on a certain job as one man could accomplish in three days, then it is obvious enough that the thing for them to do is to work together and save an extra day's labor for both of them.

There are many jobs on the average farm of this section where this is true, and if neighbors will help each other with their work program this fall and winter, we believe that much may be done in the way of counteracting the inconvenience of the farm labor shortage.

Draft Outlook

GREAT changes have taken place in this country since Pearl Harbor. New and unprecedented economic controls have been imposed. A considerable proportion of the nation's manpower has

either entered military service or left peace industry for war industry. Very heavy increases in taxation have been applied to industries and individuals. In short, we have definitely moved in the direction of a "total war economy."

But, as many authorities are now pointing out, this is only the beginning—and a comparatively small beginning at that. Inside the next year, unless the world military situation changes radically and unexpectedly, the adjustments that will take place in American life will be absolutely revolutionary.

The manpower situation is a case in point. High selective service officials have recently said flatly that within about a year, the great majority of able-bodied men under 45 and over 18 will be in the Army, the Navy, the Coast Guard or the Marines. Already the nation's reserve of 1-A men is about exhausted and in many areas draft boards are calling married men without children into service.

War industry has been told to start training draft-exempt people to take the place of physically-fit technicians now employed. That means that a big share of war production will fall in the future on the shoulders of women, of men physically unfit for military service, and on men past draft age. That will require great readjustments, and an immense expansion of vocational training facilities.

The new and strict "anti-inflation" controls which the President announced on Labor Day have long been expected. Inflation comes when consumer purchasing power exceeds the volume of goods available—and that is precisely what has been happening to an ever-increasing extent in this country. Past OPA price policy was not adequate because many commodities were exempt from control, and because wages, farm prices and other costs continued to rise merrily.

Soon after the first of the year, widespread commodity rationing is to be expected. In most warring countries, a food or clothing ration coupon is far more desirable than mere money, and that may come to pass here.

The future of what is called "non-essential" business is shrouded in mystery. The official list of "critical" and "essential" industries is brief, and involves only businesses which produce war materials or basic civilian supplies and services. The worst blow is falling upon small businesses which were unable for one reason or another to adapt themselves to war business or secure war orders.

How far taxation will go is any man's guess. Some influential members of Congress are alarmed at what pending taxes may do to the American industrial structure—the proposed excess-profits taxes, for instance, might make it impossible or next to impossible for some big war industries to keep on operating as private enterprises. There is no question but what more and more legislators are reluctantly turning to the sales tax as one way out.

These are but a few of the revolutionary influences now at work. Never in history has war demanded so much of a nation's money, resources, energies and manpower. From an economic as well as a military point of view, this war is without precedent. It is swiftly reaching into every home, and directly touching the life of every citizen. It is a rash man indeed who will forecast what the ultimate consequences will be.

THE HOME FRONT

We've been "only ankle-deep" in war. But we're wading in, getting deeper as we plunge into a racing tide of scarcities through which we must fight our way to victory. And our strength against swirling currents is the strength which lies in control — control of scarce manpower, raw materials, fuel to run war plants and heat-homes, control of foods made scarce by the enormous need for food of our allies and our own armed forces.

Our latest attack on scarcity comes from two directions — further control over distribution of scarce goods and products in the form of rationing, and a new offensive against high costs — in part created by scarcity — through extension of control over prices and wages.

Scarcity of fuel oil in the East and Midwest, caused by our tanker losses in the Atlantic and the need to send tankers to far parts of the earth, has led to fuel oil rationing in 30 Eastern and Midwest states and the District of Columbia.

GASOLINE RATIONING TO SAVE RUBBER

Gasoline rationing, in prospect for the entire country, serves a less direct but most vital purpose — the saving of rubber. Every day, by unnecessary and fast driving, we have been wasting enough rubber to rebuild 200,000 tires. A good deal of rubber has been saved because rationing limited use of gasoline by motorists in 17 Eastern states. But we cannot save rubber in one state and not in another. Not only would that be unfair, it would not save enough rubber. There's no shortage of oil and gasoline in the Southwest — far from it — but the country's tires are wearing out at a rate eight times faster than they are being replaced.

Quantities of rubber and gasoline will be saved because the over the operation of all commercial vehicles in the country. Reduction of the number of taxicabs operating in New York City and curtailing use of those that remain will save 428 million tire miles, 15,000 new tires and the same number of recaps, and 10 million gallons of gasoline.

Chemical Fertilizers Placed Under Nation-Wide Control

Chemical fertilizers that contain nitrogen, needed for vital war manufacture, have been placed under nation-wide control. Delivery of superphosphate containing more than 18 percent phosphoric acid is also forbidden. Fertilizers must come in bags weighing at least 100 pounds, except for bags of 80 pounds and up already in manufacturers' stocks.

The drums of war are today's steel drums. Steel shipping drums have been banned for use in packing some 200 food, chemical and petroleum products, from cement to tar. In place of steel drums containers may be of wood, fiber or glass. The order is expected to save 100,000 tons of steel annually.

Production of metal doors, metal door frames and metal shutters for both civilian and military use has been halted. The Secretary of Agriculture is authorized, to ration farm machinery and equipment. Steel wire, used in binding certain paper and wood containers, is banned. The serious shortage in track materials will make better track maintenance a necessity for railroads and local transit companies.

All these savings leave the steel industry far short of its main requirement — iron and steel scrap. The goal set for the last six months of 1942 requires a monthly average of 2,833,000 tons of scrap. July's shipments fell short of the average by 15 percent. Among the states, North Dakota led by shipping 26.7 percent of its quota, Oklahoma was lowest with 7.2 percent.

Trained Nurses Desperately Needed

Thousands of women will be needed, as part of the ground force at commercial airports. . . . Railroads, local transit companies, all the war industries are short-handed. Trained nurses and nursing assistants are desperately needed. . . . Labor-Management Committees reached a total of 1,303 in August, with the largest increase in the machine-tool industry. . . . In California a Committee proposed that workers spend Sundays harvesting fruit that would otherwise spoil. They did. . . . Liberty ship builders are beating all shipbuilding records, they are now turning them out in so short a time as 50 days. . . . The "standsit seat," now being tested on Washington, D. C. Transit Lines, is an effort to meet wartime crowding on trolleys and buses. "Standists" are spaced 18 inches apart. . . . Ceiling price of apple butter has been raised 10 percent, and jams, jellies and preserves will be high-

er. . . Following its policy of cracking down on chiselers who cheapen products and claim they are the same grade, OPA has ordered stricter of beef and veal. . . . Green tea drinkers are going to learn to like black tea or go without. Green tea comes from enemy-occupied area. . . . War expenses of the U. S. for last month topped the five billion dollars mark. More than 10 percent of our total war expenditures are for our Allies under Lend-Lease, but they're returning this aid in countless ways, buying naval bases and airports, supplying our troops abroad.

"We are not doing enough," said the President, and he added, "in this war it is kill or be killed." In this "toughest war of all time" we are going to have to get down to brass tacks — and turn the brass tacks into bombs and bullets.

To an extent we have been doing this, but now the need is terribly urgent and materials scarce. Now we must have war goods in greater volume than ever — and in a shorter time. Our enemies don't wait.

Steel mills, eating up almost five million tons of scrap metal a month, are running on almost a day-to-day basis. We are dangerously short of copper, tin, and other non-ferrous metals.

That's why our school children — 30 million of them — are being enlisted to comb our homes, backyards, and farmyards for scrap to feed the steel giants. That's why our kitchens must shower down old tin cans by the million so that we can reach our goal of 3,000 tons of household tin a year recovered in 17 new "dettinning" plants. That's why we must save waste fats and greases, turn in the half billion pounds we have been asked to salvage. These fats would help make enough bombs to cripple the German war machine, or enough explosives to fire 1,250,000 anti-aircraft shells.

Last year our production of all-wire coat hangers, if made into military barbed wire, would have girdled the earth six and one-half times.

We shall not be making wire hangers this year.

Labor Problem Still Paramount To do all that we must do to stop the Axis hordes, merely to get enough skilled workers and fighting men for this gigantic job, is going to be a tough business for all of us. In 116 of 160 critical war production areas there are serious labor shortages, and in all these areas there are shortages of some kinds of skilled workers. Employment in the automotive industry, now making weapons, has passed the 800,000 mark — but not until it absorbs another 600,000 workers will the industry have reached peak production. There'll be almost five million women in war industries by the end of this year. More millions of them will be needed by 1943, not only in war plants but in the fields. Small towns and larger cities lacking war industries are losing their young men to the Armed forces, their boys, women, and older men to war work in nearby or distant industrial areas. These towns are short-handed, and yet it is just such communities that are turning in thousands of pounds of scrap metals and rubber.

Farmers Riding High

Farmers, on the whole, haven't found the going tough so far — except for the shortage of labor. They're buying more goods and making more property improvements than at any time since the unlucky boom days of the last war. Yet that very fact should give them pause. Inflated war prices not only handicap the whole war program, but endanger post-war security. With tobacco, wool, and all meats bringing prices far above parity, producers might well recall the tragic slump which followed the last war-created "prosperity."

Government Cracks Down On Sabotage Of Price Control

In its unending battle against the Fifth Column threat of inflation, of high living costs, the Government is cracking down on sabotage of price control, illegal trading (the "black markets"), rent gougers in war-boom towns, dishonest grading of meats, other wartime trickery. Some manufacturers hid price increases by cheapening products and skimming on measurements, claiming their diluted goods are the same as those they sold before. Penalties and restraining orders are the Government's answer to such slippery practices, but the most effective answer comes from the consumer who refuses to deal with backsliding merchants or with gasoline and tire bootleggers. As Price Administrator Henderson says, "The time of our tolerance is past."

More Products Taken Out Of General Circulation

As we cut deeper into the war economy, unexpected values are attached to the commonest products and by-products—corn cobs and oat hulls, (sources of solvent known as furfural), plastics, drugs, and dyes. Some of these must be reserved strictly for war uses, others have been brought into balanced distribution among civilian and military users. Thus, the total supply of cotton linters, used in making explosives and other war goods, has been brought under distribution control, along with all refrigerator ears, barges and towboats — and the entire meat industry except retailers.

--- NOT EXACTLY NEWS ---

In driving from Shalotte to Southport Saturday afternoon it would have been mighty hard for anybody to discover any slacking up of traffic because of rationing—or anything else. We saw one seat-cover cowboy whip his car around on two wheels—possibly to save wear and tear on the other two—in making a neat turn for the benefit of a Saturday audience; a half-dozen restless souls couldn't stand the 40-miles-per hour pace we were leading, and came gushing past. And one fellow whipped by to make a pass of the car ahead that we had just vetoed as too dangerous for us to try. They've all probably been before their rationing boards since then with tear-jerking stories of compliance.

County Auditor R. C. St. George was an ensign in the last World War. . . . Henry Mitchell, janitor at the courthouse, was an army sergeant. . . . The dogflies have just about sabotaged the milk production program locally. . . . The wonderful one-horse shay caved in Friday when Billie Bragaw tried to find out whether his mare, Hilda, could trot with a buggy as well as she does under saddle. . . . Thomas Russ told us last week that somebody had run over and killed his pet Boston Bull. It was one of the finest specimens we ever saw. . . . Ex-Sheriff F. L. Lewis has turned chicken fancier, and has one of the neatest poultry plants you ever saw in operation right here in town.

Among products recently taken out of general circulation are portable electric fans, overhead traveling cranes, anti-freeze mixtures, quick-drying paints, caffeine (which goes into the cola drinks), agave fiber (for wrapping twine), Western fir logs and hemlock aircraft logs. . . . Building lumber is so scarce that we shall be using bricks and tile for even temporary structures. Brushes, except for war uses or public health, must not contain more than 55 percent pig and hog bristles. Cigarettes will be dryer — their moistening agent, glycol, going to cool military engines.



JOHN CARL LUDLUM, of Shalotte, was in the 252 Coast Artillery, a part of the National Guard, when it was called to duty two years ago. He was sent to Fort Screven, Ga., and following training there and at other points he is now on the island of Aruba in the Dutch West Indies. He now has the rank of Corporal. Mr. Ludlum is the son of Mr. and Mrs. J. J. Ludlum, of Shalotte.

TEDDY LEWIS, of Southport, is now Instructor-Sergeant Lewis in the aviation corps of the Army. Receiving his wings, as a full fledged pilot at Valdosta, Ga., last week, he was immediately made an instructor in flying and was sent to Maxwell Field, Ala., for three weeks of special training before beginning his duties as instructor. Sergeant Lewis, who is the son of Mrs. Brady Lewis, of Southport, entered a school



for aviation mechanics right after graduating from high school two years ago. Finishing with the course in mechanics, he enlisted in the Army as a cadet with the object of becoming a pilot. He is only 20 years old and is probably one of the youngest instructors in flying in the Army.

HUGH D. MERCER, of Bolivia, is in the Aviation corps and is somewhere in the war zone aboard a plane carrier that has been at-tacked several times recently, once being reported sunk or badly damaged. These reports, however, came from the enemy, and have never been confirmed. It is understood that young Mercer is a Pilot but we have no information as to the rating he holds or the name of his parents.

LEONARD DAVIS, son of Mr. and Mrs. David M. Davis, of Southport, enlisted last week and reported for duty at Norfolk Monday.

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