

THE ENTERPRISE

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Friday, May 28, 1943.

Saving For Emergencies

There are confusing reports, no doubt, but vehicle operators will possibly find it to their own advantage not to gamble during these uncertain times. Possibly there'll be enough gasoline and tires to support essential driving without interrupting the remainder of the war, and possibly pleasure riding can still be maintained via the black market route. However, there are warnings coming from reliable sources that should cause everyone to follow a more rigid economy in their driving.

The synthetic rubber program is about to bloom but Rubber Czar Jeffers warns that the program will care only for the needs of the armed forces, that civilians may possibly get in on the program the latter part of next year. What will happen if the war needs increase? It is fairly certain that the present supply of tires for civilian use will be exhausted ere long, and it'll be grade III and recaps or nothing.

One of the main solutions to the problem rests with the individual vehicle owner-operator. If he conserves his tires by eliminating every unnecessary foot of driving he will do more to solve his own transportation problem than Rubber Czar Jeffers and all the rest.

So far little has been said about the vehicle itself. There is no way just now to replace worn-out cars and trucks for civilian use. While we have heard much about conservation of tires and gas, we are soon to hear much about conserving the vehicle as a unit.

If we are to be ready to meet emergencies in the future, we must act of our own accord to solve the problems, and not wait for others to solve them for us.

Hampering The War Program

Everyone is ready for the other fellow to sacrifice, do with less and go all out for the war program, but there's an over-all drive for more of the non-essential, certainly the less essential goods for civilian consumption. Even though high military leaders declare, "The more metal we can expend in battle, the fewer the men we need to lose," the American public is demanding more of the less essential goods. This demand is responsible to a large extent for a 14 per cent reduction in steel for the War Department, a 20 per cent reduction for the Navy Department, a 22 per cent for the Maritime Commission, a 32 per cent reduction for Lend-Lease and a 40 per cent cut for the Office of Defense Transportation.

But as America gets ready to settle down and fight on the far-flung battle fronts, back home we are, according to reliable sources, producing twice as much fine jewelry, 25 per cent more costume jewelry, twice as much commercial laundry equipment, and there is a movement now underway to double the output of cooking and heating stoves. The War Production Board, headed by men who see the world through a trader's eye, has issued an order easing its prohibition against the use of steel in inventory for non-essential purposes. "Manufacturers may use stocks of wholly or partially fabricated steel parts in the production of a wide variety of gadgets from electric hair curlers to shoe buckles. The auto industry has just been given an increased allocation of steel and copper for replacement parts, or an allotment about 100 per cent of the demand made by the manufacturers. There is an undercover drive on now to resume the manufacture of automobiles for the open market.

The curtailment of goods for home consumption is damaging the domestic economy, no doubt, but will the resulting damage to our economy back home be greater than that to the safety of our fighting men were we to withdraw steel from war production for the manufacture of gadgets?

How are we going to pay our taxes if we are not allowed to manufacture and trade in these gadgets and less essential things? is a common question. Well, that problem fades into insignificance when young men by the millions report to offer their being in the service of their country. Those of us who are so concerned over business as usual and demand the continued manufacture of the less essential goods will do well to study the problem and realize that business when allowed to peter out day by day over

er a long period will prove far more costly than would a complete and quick adjustment to the demands of the hour.

There's a war to be fought and won, and the longer we insist on domestic production, the longer that war is going to last and the more lives, equipment and money it will cost. When you call for the luxuries, you are helping create a demand for those luxuries and the pressure for diverting steel from war to the manufacture of those luxuries is increased. Indirectly, when one does that he is helping to prolong the war and aggravating the danger facing someone's son, brother or sweetheart. There'll come a day when nearly everyone of us will carry a wound or be without sight. Let us work today for quick victory so we can say that we did everything possible, even unto the least detail, for the war program. Let not one of us be charged with failure in the performance of our tasks, even when it comes to delaying the purchase of gadgets and other items secondary to the needs of war and to the safety of fighting men.

Get Acquainted

Several weeks ago visits were exchanged by soldiers and war plant workers, the soldiers going into the industrial plants and the industrial workers going into the camps for brief periods. A better understanding followed between the groups.

Details of the visit are not known, but the general announcement telling that a better understanding resulted is sufficient to support quite a few deductions. It is apparent that in the mad scramble for industry to discredit labor and for labor to harp about industry's shortcomings, the real facts on both sides have been overlooked. The very fact that the two groups reached a better understanding would seem to indicate that the true facts had been misrepresented in a controlled press, that capitalistic papers have a knack of "coloring" the news and ignoring so many of the facts. We have been told that labor is responsible for all that is bad, that the industrialists have lived an ideal life without sin of its own. There have been dark spots in our war program, no doubt, but the very fact that we are turning out equipment at a rate greater than that reported by other nations combined should cause one to admit that all is not bad on either side.

One of the obstacles in the way of greater progress is offered by those who would create disunity. There are those who are, no doubt, anxious to advance the war program, but who are equally anxious to dictate their own policies, fair or unfair, to others.

Just now it would be well to advance a "Get Acquainted" week for the civilian population. Let chosen groups go down into the coal pits and learn something about that dangerous business first hand. The coal miners then could go to other parts of the country and learn that thousands are barely holding their heads above water in the swim for economic existence.

Instead of digging for the facts we accept propaganda morsels. We are for the War Labor Board when it rules this way, and against it when rulings are made the other way.

Keep America American

By Ruth Taylor.

Ever since I first heard Father Boland use the trenchant phrase which is my text, I have felt that in those three words, properly understood, lies the hope of unity, the expression of that for which we are fighting and the way to achieve the Victory for which we all hope.

Keep America American—this is the defiant challenge of the finest idealism the world has known. It is a clarion call to action in the fight between the forces that would destroy and those which would build man up to his proper stature.

Keep America American—this is no creed of isolationism, no shutting of the gates of the spirit to the problems of the world, no selfish hoarding of our resources of brain and body for the use and comfort alone of those already within our nation.

Keep America American—this does not mean a yardstick of nationality by which to measure our fellow citizens. The yardstick we must use is that of the spirit—an unselfed devotion to the credo that all men are created equal. We are the first self-created people in the world—not segregated by race or creed or color but bound together by a common bond of belief that we are all entitled to the rights and responsibilities of freedom.

Keep America American—let us never forget that this nation was founded on unity, and that to achieve unity men must act for the good of all, not as self-seeking groups of individuals.

Keep America American—let us preserve our rights by careful usage of them. This country is the land of liberty, not license. Any change must come under the orderly processes of our own laws, not under the sudden whim of any dictator.

Keep America American—let no disunity appear among us. Let us keep the old ideals of opportunity for all, not favors for a privileged few. Let us grant to our neighbors the same rights we claim for ourselves. Let us remember that the cornerstone of the nation is religious liberty, and let us not discriminate against our neighbor because of the faith, the class or the party to which he belongs.

Keep America American—let us stand together and face the world as a united nation, dedicated to the protection and preservation for all men of the self same freedoms of speech, and religion, from want and fear, which we intend to keep for ourselves.



Know The AMERICAS

AVIATION IN LATIN AMERICA WELDS HEMISPHERE SOLIDARITY

"Wings over South America" in pre-war days was a magical phrase for vacationists, conjuring fascinating pictures of shining planes flying over towering, snow-capped mountain peaks in strange lands.

Wings still fly over South America, but today, great ships of the air often take off from emergency landing fields in remote regions, laden with strategic war materials. With the drastic curtailment of steamship service between the Americas, transportation has been thrown almost wholly on air lines—for mail, passenger, and even light shipping service. The speedy, efficient air schedules linking the United States with the Latin American republics, with a network of routes serving 30 nations and colonies in the hemisphere crossing and re-crossing the Caribbean and Central and South America, are not only contributing vitally to essential war effort, but to hemisphere solidarity as well.

South American countries have for a number of years been the center of pioneer aviation. Chile, with one of the longest national air routes in the world, has been an air pioneer since 1913, when its Military Air School was founded. Chilean aviators were the first to fly the mighty Andes. Colombia more than 20 years ago inaugurated the first airplanes on regularly scheduled commercial operations. Peru, faced from time immemorial with the transportation problem of crossing the high and rugged ranges of the Andes, also early turned to air communication. Most notable advancement has perhaps been made in Brazil, whose

previously inaccessible interior has been pushed far westward as a result of fair transportation.

From the United States, Pan American Airways spread its wings southward, first, in 1927, in a little American-made Fokker plane on a short, 90-mile airline between Key West, Florida, and Havana. Since then, Pan American airplanes have written history in the skies as they have penetrated deeper and deeper into the vastness of the South American continent, with consistently shortened flying time, until today, the mouth of the Amazon, a distance of 4,200 miles, lies two short days of air travel from New York.

Over 48,000 air miles cover the Latin Americas, from Mexico through Central America to the Panama Canal; thence down the South American Pacific coast through Colombia, Ecuador, Peru, and still further south to Chile. Followed then the sealing of the mighty hump of the Andes to Buenos Aires, and Uruguay. Previous travel schedules have been slashed from days and weeks to hours.

One of the most vital and effective measures which have served to rid Latin American republics of German and Italian controlled air lines, a source of great danger to the United States, was the quick and efficient manner in which the national lines of the Americas gained control of the Axis-operated companies. In 1939, the Axis powers had controlling operations in 26,000 miles of airways in the Latin American countries. Both the United States and Latin American governments acted quickly to rid hemisphere solidarity of this menace. One by one, the countries "booted out" the Ax-

F. S. A. Increases Egg Production

According to figures released this week by the Farm Security Administration in Martin County, even the smallest of farm animals, can help win this war. Let's take the "old hen" and see what her part in the war effort is. A summary of records for 221 families or 1348 family members who received aid and assistance from the Farm Security Administration, shows that in 1941 they had a total of 10,608 hens that produced 56,775 dozen eggs. In 1942 they increased the number of hens to 16,379 and the egg production went to 90,166 dozen or an increase of 33,393 dozen eggs. This made an average of 74 hens and 40 dozen eggs per farm for 1942. According to nutrition, these 1348 persons need 33,700 dozen eggs for home use, which leaves a surplus of 56,468 dozen for the market. This surplus would feed 1882 service men all the eggs they needed for 12 months, according to

is dominated lanes, and as their routes were vacated, Pan American planes stood poised to lift their wings in the wake of fast-disappearing ships of Nazi powers.

American air networks in the southern republics are two and one-half times greater than those serving the United States. In present war emergencies, this ready communication with the great South American continent constitutes a weapon which will go far toward welding war efforts of the Americans into ultimate victory.

food standards of the Army. Small farm poultry flocks like those kept by FSA families may seem to add little to the egg supply, but when they are all added together, the amount produced really counts up. The Farm Security Administration is glad to help small farmers raise food for growing children and for the fighting forces.

NOTICE OF SALE North Carolina, Martin County. Under and by virtue of the power of sale contained in a certain deed of trust executed to the undersigned trustee by L. H. Gurganus and wife, Rose E. Gurganus, on the 24th day of August, 1932, and of record in the public registry of Martin County in Book H-3 at page 80, said deed of trust having been given for the purpose of securing certain notes of

said trustee, the undersigned trustee having been made in the payment of said notes and the stipulations contained in the said deed of trust not having been complied with, and at the request of the holder of said notes, the undersigned trustee will, on Saturday, the 5th day of June, 1943, at twelve o'clock noon, in front of the courthouse door in the town of Williamston, N. C., offer for sale to the highest bidder for cash the following described real estate, to-wit:

Beginning at the intersection of Watts Street and Beach Street in New Town in the town of Williamston, N. C., thence along Beach Street to S. C. Ray's line, thence along S. C. Ray's line to Mrs. W. T. Hunter's line, thence along Mrs. W. T. Hunter's line to Watts Street, thence along Watts Street to the beginning, with the exception of lot on back of this property 120 feet wide sold to Julius S. Peel, by deed of record in the public registry of Martin County in Book O3 at page 448.

This the 4th day of May, 1943. ELBERT S. PEELE, Trustee.

Mr. Tobacco Farmer:

Register for your Tobacco Fuel Oil now. Get your blank from the Ration Board; fill them out and return them to the Board at once. We will be glad to assist you with same.

As soon as you get your coupons, let us fill your tanks at once, and we will keep them filled for you throughout the season.

Harrison Oil Co.

You can't go to work on tires alone!

Save your tires, sure-but SAVE YOUR WHOLE CAR AS WELL!



NO matter how carefully you nurse your tires along, they won't do you a bit of good if you neglect the car they're mounted on.

Not that we're trying to minimize the importance of proper tire care. We're trying to emphasize it as complete a maintenance program as you could find anywhere—including not only the usual inflation and inspection services, but also wheel alignment, wheel balancing and scientific brake equalizing.

No, we don't want to talk down the importance of your tires—we want to talk up the importance of your whole automobile. New tires are being manufactured even during the war—a certain number at least. But no new cars are being built at all. That means your present car must last. And that means you need a program of complete, all-round maintenance service. Not just tire inspection. Not just lubrication. But these things plus all the other vital check-ups, adjustments, replacements and repairs that are so necessary to counteract the possible "ill effects" of today's low speeds and limited driving.

We offer just such a complete, up-to-date program. Oldsmobile engineers have developed a "wartime service package" that will meet your every need. See us about it today.

RUBBER IS VITAL BUT-

Other materials are vital, too. Your automobile is built largely of metals now urgently needed for war equipment. Unnecessary replacements should be avoided.

DON'T NEGLECT OTHER VITAL PARTS LIKE THESE!



Brakes not equalized wear out fast. Worn linings result in scored drums. Valves improperly adjusted are subject to burning out and must be replaced. Distributor points, made of vital tungsten steel, must be guarded by proper adjustment. Pistons and piston rings will last longer if safeguarded by proper lubrication.

YOUR OLDSMOBILE DEALER ALL-ROUND. ALL-QUALITY. ALL-CAR SERVICE

CHAS. H. JENKINS & CO., Edenton, N. C. CHAS. H. JENKINS & CO., Williamston, N. C. Chas. H. Jenkins & Co., 20 E. Commerce St., Aulander, N. C. Chas. H. Jenkins & Co., E. Main St., Ahoskie, N. C.