

THE EAGLE

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THURSDAY, FEBRUARY 11, 1943

CRACKING DOWN ON PLEASURE DRIVERS

The crack-down on pleasure drivers which is being enforced by OPA officials is wholesome and should be effective in informing the public that the rules in this respect are to be obeyed instead of trifled with or ignored.

While it is something difficult for honest-minded motorists to draw the line between driving that falls within the category of quasi-business and pleasure, the demarcation is not so cloudy as to permit some of such violations as have come to the attention of the OPA officials.

The public must be made to understand that the government means what it says in this particular and that, if its regulations are flouted, the trespassers must be made to pay a proper penalty.

In the meantime, the orders affecting pleasure driving, generally speaking, are being well observed. For the greater part, motor car owners are playing the game fairly and living up gracefully to the instructions.—Charlotte Observer.

PERMANENT FREEDOM

"Four score and seven years ago our fathers brought forth onto this continent a new nation conceived in liberty and dedicated to the proposition that all men are created equal. We are now engaged in a great civil war testing whether this nation, or any nation, so conceived and so dedicated can long endure.

Those famous words of Abraham Lincoln fit the war in which we are now engaged even more than they did the war about which Lincoln spoke. Lincoln was speaking about a civil war among two groups of people, both of whom wanted our kind of liberty, whereas today we are fighting a world-wide war to determine whether our type of existence can endure against a coalition of large nations which oppose our philosophy of freedom and liberty.

The Civil War may have helped to cement our nation together but victory in this war should once and forever establish our democratic form of government as a permanent and unshakable factor in world affairs.

It has taken a lot of battles, a lot of loss of life and many heartaches to defend our liberty, but each test has made us stronger and our position in the world more secure. When victory finally comes in this war, there should be little possibility that any nation will again dispute our right to live as we please.

VICTORY GARDENS

Surveys indicate that half of the non-farm families of the country are planning to plant Victory Gardens this spring. Probably, after food rationing gets under way, even more people will recognize the desirability of getting food from their own backyards.

Since the American farmer is being depended upon to keep our huge army well fed as well as to supply the food needs of nations all over the world, anyone who helps reduce civilian demands upon the farmer is performing a highly patriotic act.

It may well be that the extent of our ability to ship foods to other countries will be the determining factor in winning the war. Certainly food will be the most powerful weapon we can use to re-build the morale of those nations which Hitler has been starving. It is also a necessity for keeping our Allies in top fighting condition.

Thus food, this year, will be a weapon of the most potent variety and the more civilians can take care of their personal food needs the more of this ammunition can be sent to the battle-fronts of the world.

THERE IS A DIFFERENCE

Captain Eddie Rickenbacker, after returning from his gruelling experience in the South Seas and his inspection of fighting fronts, is the only man who has said what the American people needed to hear in connection with production problems. In the newspapers and in the news reels he said that if the soldiers could be transferred from the hell holes they occupy on the battlefronts, to our factories, and if the employees in the factories could be transferred to the battlefronts, production in this country would double in thirty days.

By the tone of his voice and his expression, you could see that he was disgusted with the Pollyanna talk about workers at home being classed as filling "battle stations."

Captain Rickenbacker emphasized that nothing the people in this country can do will in any measure equal what the boys on the battle fronts are doing. They don't get overtime pay and they work day and night if necessary.

The people agree with Captain Rickenbacker. Just because some of us wear "tin hats" at home, we don't want to become swelled up with the idea that we are filling "battle stations"—we are not. Battle stations are where the bullets fly and men are dying; where men work as long as there is something to do; where orders are obeyed; where overtime pay and profits are not an issue; and where the perpetuation of liberty and freedom for the individual are the guiding stars.

ABOVE the HULLABALOO



Food Shortage and the Farmer

—If we are to believe all we read and hear, the country will before long be facing a serious food shortage. The reasons would appear to be obvious. First: we are shipping great quantities of food to our soldiers, to our Allies, and to hungry friends wherever we can reach them without helping the enemy. Second: we have been drafting into the active services more men from the farms than now appears to have been wise. Third: we have made work in the war plants so attractive that the farmer who has to work long hours, naturally can't resist it.

Only a few months ago there was a battle going on in Washington during which the country was made to believe that the "villain of the piece" was the "selfish farmer" and his "bullying Farm Bloc." It terminated with the farmer conceding to the cause of patriotism, but with the understanding that labor wages and prices of commodities were to be pegged—by law, or otherwise—where they were at that time, so that his "cost of living" would remain fixed.

Well—labor wages have "slipped" in a number of cases; and it looks as though they will continue to "slip." There is already talk of raising the ceiling on a number of commodities. But there doesn't seem to be any concrete plan for taking care of the farmer's predicament, except that he is going to be allowed to purchase more farm machinery and that the drafting of men sorely needed on the farms is going to be slackened.

Now a number of mathematical geniuses are doing some figuring on how to avoid a food shortage in this country; but their sums don't seem to add up just right. They seem to have left the human equation out of their calculations. A farmer is just as hu-

man as anyone else. If—after slopping around in slush or snow for 12 or 14 hours; or breaking his back on a horse or a tractor—he reads about "Miss Perkins' pampered pets" working 40 hours per week in air-conditioned, musically equipped factories, at wages which to the farmer seem unbelievable, how would he naturally react? And if he sees the prices of things he must buy rising, how is he going to feel then? And if temptation becomes too strong, or discouragement too great, how can we expect him to remain on the farm?

No—it just doesn't add up right! There is a kink somewhere which must be ironed out.

There is going to be a "goat" when and if a serious food shortage does occur. Attempts will be made to pin it on the farmer. One can almost hear already certain radio commentators and soap-box orators telling the world that "the farmers are holding back on purpose, just to spite the government." That "they won't plant enough" and that "they are letting the crops rot in the fields because the administration 'featherbeds' the unions!"

"Featherbedding" unions won't stop the farmer for any other reason than that he would like to get into the feathers himself. He will work just as hard while he remains on the farm, regardless of any feeling that he is being neglected.

The farmer, for the most part, is an "old line American." His ancestors bled and sweated for this nation and the love of it is in his blood. He will keep on plugging to the end, but he rates treatment equivalent to that of any other branch of our society, and commensurate with his just deserts. Maybe some one of the many plans now being discussed in Washington will help to keep the situation equalized.

THIS WEEK IN WASHINGTON

Washington, D. C. (NWNS)—With ration books No. 2, providing for the rationing of canned goods and meat, about ready for distribution, the Office of Price Administration is now working on still another ration book which will be used for an additional group of scarce items. The new book is being designed so that it can take care of the rationing of almost any item. Probably it will be used for foods not covered by ration book 2—such as butter and canned milk—and it is possible it will eventually be used for rationing clothing, liquor, cigarettes and other classifications not now controlled.

In addition to new plans for rationing, the OPA is now giving serious consideration to a plan for the sale of post war purchase certificates by which the public would begin to pay installments now on products they will want to buy after the war is over.

Although this plan is still in the discussion stage, OPA officials consider some such project necessary to prevent inflation. They point out that the total income of the people this year will be about 18 billion dollars in excess if the value of all goods which will be available for purchase. This estimate is made after figuring out the amount which will be collected by the government in taxes and the amount which can be expected to be invested in war bonds.

It is feared that this large extra income will force price rises and encourage black markets unless it can be drained off. The OPA plan would encourage people to buy certificates which would give them a priority on the first new automobile, refrigerator, etc., to be made after the war. The OPA believes this plan would accomplish three objectives: (1) it would absorb the extra income of the people; (2) it would give the U. S. treasury additional funds to use for her financing the war; (3) it would prevent a post-war depression by assuring manufacturers of large orders for consumer goods as soon as the war ends.

It is quite possible that drastic changes will be made in the set-up of the entire war program administration within a short time. Many senators and congressmen who think there is too much inefficiency and bungling in the present setup, favor the creation of an Office of War Mobilization, the director of which would have more power than any man in Washington now has with the exception of the President.

The plan, as a bill in congress, is being opposed by the war and navy departments, because it puts all power into the hands of civilians. The bill calls for four offices to be geared together by a director appointed by the President. The four offices would be: Office of Production and Supply, to handle all procurement and production; Office of Manpower, to see that every person is serving where he can serve best; Office of Scientific and Technical Mobilization, to see that America's best scientific developments help

win the war; and an Office of Economic Stabilization. All present duplicating agencies, such as the War Production board, the Office of Price Administration, the War Manpower commission and Selective Service would be absorbed into the new setup.

Senator Pepper of Florida, one of the sponsors of the new bill, said that there are too many agencies now which carry their ultimate problems to the President. He believes the new measure would end rivalry and lack of co-ordination between the war agencies.

SIX INCH SERMON

REV. ROBERT H. HARPER
Jesus Heals a Man Born Blind.

Lesson for February 14: John 9:18-38.

Golden Text: John 9:25.

It was said that the blind man's parents were not permitted to rejoice over him because they feared to refer their questioners to their son.

The more we read of what took place between the questioners and the once-blind beggar the more we should realize that the beggar was a remarkable man, capable of gratitude, courage, and spiritual discernment. Perhaps, like John Milton, he had seen more heavenly things in the darkness of blindness than many others see with normal sight. He was not impressed by the threatening questions of the Lord's adversaries, stoutly denied that Jesus was a sinner, and ended by stating a conclusion (verse 33) that his hearers could not dispute. Instead, they denounced the man as a sinner and cast him out.

When Jesus heard of the man's harsh treatment, he sought him out and revealed himself to him as the Son of God. Then the man found a far greater blessing than the gift of mortal sight, and he said, "Lord, I believe," and he worshipped his new-found Lord.

So we may learn that in a varied service the goal of all the followers of Jesus is to bring men to know the Son of God—that the purpose of God's manifestation to men in Christ was the restoration of their spiritual sight and the giving of light and life to their souls.

MAKE EVERY PAY DAY BOND DAY

JOIN THE PAY-ROLL SAVINGS PLAN

Lincoln Speaks Again

"With firmness in the right, a God gives us to see the right, let us strive to finish the work we are in..."



Submarine Is Hitler's Last Ace As Allies Forge Ahead In Production And Battle

Somewhere in the Atlantic—Inky darkness has settled over the ocean.

The skipper stands by on the bridge. Below him he can hear the muffled clatter of the engines. The waves chop noisily against the ship's sides. In the hold lays a precious treasure of cargo bound for the Allied fighting front.

Maybe the cargo consists of fuel, or maybe of munitions, or then again of guns or tanks. But regardless of whatever it may consist, the cargo is essential to the army in the field awaiting its arrival.

We are in a new kind of war, different from any that has ever been fought before, and as a result new problems have arisen in conducting it. The greatest of these problems is the problem of supply. In fact, the whole success in modern warfare lies in the solution of the problem of supply.

No wonder then that the skipper of that ship plowing bravely through the dark water of the ocean stands so vigilantly at his post. On the delivery of his cargo may depend the success of a battle, the triumph of a tactical maneuver that may decide an entire campaign, and bring victory.

Has Confidence in Ship.

But the skipper's concern is not with his ship. Perhaps she has come from the yards of Henry J. Kaiser, whose modern construction methods have enabled thousands of his eager and sweating workmen to turn out the most seaworthy ships in the world in a matter of mere days instead of months. The skipper is not worried about his crew. They are all trained and courageous sailors. And the skipper does not fear the sea. He knows its sounds, its smells, its moods. He can handle it like a mother can handle a baby.

Why then his concern? Tonight, as every night, the skipper remains on the alert against the menace of the submarine, that silent and steel swordfish that prowls so stealthily in hidden waters, striking like the head of a whip and then recoiling back into the sea again. What makes them so dangerous is that they can send out their torpedoes at a distance and then crawl quickly away. Near shore, their effectiveness has been greatly reduced by the patrol bomber; against heavily escorted convoys, they must proceed cautiously; but out in the oceans and in thinly strung convoys, they are always dangerous.

In 1917, the submarine nearly won the war for Germany before Allied naval leaders perfected a defense against it. Today, Hitler makes no bones about the fact that the Axis is depending upon the U-boat to cripple the Allied supply line and immobilize the vast number of United Nations soldiers poised on the major battle fronts.

The submarine is Hitler's last ace. Everywhere the Allies have seized the initiative. After a period of preparation, American production has begun to turn out great quantities of equipment for its fighting men and those of the other United Nations. The war in Russia has made serious inroads on German manpower and placed the Reich numerically at a disadvantage with the Allies.

Again it is appropriate to remember that this is a new type

of war we are fighting. Whereas it was once possible to maintain armies off of the land they occupied, modern warfare requires tanks and vehicles from steel and rubber; tanks and vehicles which also eat up gallons of gas and oil. Furthermore, the development of the "blitz" tactics, of concentrating vast quantities of men and material for break through blows and the subsequent encircling movements, requires a steady flow of material.

Soldiers Need Tonnage.
Our experts have figured out that it takes 17 tons of shipping to carry one man to fighting front and 24 tons of shipping to supply him for a year. Brig. Gen. R. W. Littlejohn, the quartermaster general of American forces in the British Isles, estimates that 10.5 tons of shipping are needed to transport a soldier and 1.5 tons a month to supply him.

With officials planning for the organization of an army of 7-12 million men, the magnitude of the problem of supplying them on fronts thousands of miles away can be clearly seen. Not only must the U-boat menace be eliminated, but our ship building must continue at its present unprecedented record.

With Henry J. Kaiser playing the dominant role, American ship builders amazed the world, and confounded the Axis, by surpassing President Roosevelt's goal of 8 million tons last year. This year, a mark of 18 million tons has been set up. The new method of ship construction—of building the hull, deck, etc., in sections on assembly lines and then putting them together as a finished product in the ways—bids to crown the shipbuilders' efforts with success.

Ship production has reached a point where ship launchings have surpassed sinkings. But Allied naval experts also feel that German submarine construction is keeping ahead of sinkings. Information has been received that the Nazis have halted all ship con-

struction and diverted facilities to submarine manufacture.

Have 200 Subs.
Allied naval experts believe that the Nazi submarine fleet approximates 600 craft and that probably 200 can be found in operation at one time. U-boat "mother" ships—giant submarines that can repair and refuel subs at sea—are also said to be in action.

Two new developments in the submarine have been reported. U-boats now are supposed to be capable of submerging to depths of 600 feet whereas their former limit was 300 feet. Use of compressed oxygen to a degree 400 times greater than heretofore reputed to enable new submarines in construction to operate their Diesel engines under water increasing their cruising range and speed.

Despite the ominous threat of the submarine, however, Allied naval leaders are confident they can successfully combat the peril. Extensive expansion of the bomber patrols; production of faster ships and escorts, and enlargements of convoys are expected to greatly reduce sinkings. Improvements in sound detection instruments and in the explosive power of depth charges will improve the efficiency of the sub fighters.

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