

TOTAL WAR CALLS FOR MORE MANPOWER

Army, Industry And Farms Claim More Recruits For Growing Ranks

DECLARE LONGER WORK WEEK TO CUT LABOR SHORTAGES

SEEK FARM HANDS IN TOWNS

Four million more men for the army!

Two and a half million more men and women for war industry alone!

At least a million more hands for farm labor!

There have been a brief overall picture of the great problems of manpower which is confronting the United States today.

The situation will become acute by this summer. Then, the draining of men for the armed forces; the beginning of operations, or swing into full production, of new war plants, and most important, the cultivation and harvesting of crops will create such a demand for help that some form of positive action may be necessary.

There have been suggestions from all sides to cope with the manpower problem, even down to the suggestion of prohibitionists who ask that the 300,000 people employed in grape production for the wine industry be switched to essential agriculture.

A bloc of influential senators led by Burton Wheeler (Mont.), John H. Bankhead (Ala.), Edwin C. Johnson (Colo.), and Elmer Thomas (Okla.) are in favor of pegging the size of the armed forces at about 2 million men by the end of this year instead of the 11 million planned by the military chiefs.

They have received indirect support from Donald Nelson, the War Production board chairman. Although Nelson has refused to take a positive stand on the question, he told a senate committee recently: "I am deeply interested that no condition should be created which would withdraw any larger number of men from the stream of production in 1943 than can be effectively utilized in the combat forces."

Most Able Bodied Men From 18 to 38 May be Drafted

Just how deeply the military draft would cut into manpower reserves has been shown by Maj. Lewis B. Hershey, selective service director. Because of the requirements of the armed services, he said only 2,500,000 able-bodied men of the nation's 22,000,000 male population between the ages of 18 and 38 will be deferred for essential jobs in industry and agriculture. However, Hershey pointed out, about 35 per cent of the above number will have been found unfit for service.

In a move designated to induce labor to fill in the gaps in essential industry caused by the departure of men to the armed services, the War Manpower Commission issued its startling "work or fight" edict.

The commission directed that draft deferment would not be based upon dependency but rather on essential employment. Therefore, a father of children employed in what has been classified as an unnecessary industry would be subject to military service before the single men employed in war production.

The commission's dictate has aroused a considerable storm in congress, and Representative Kilgus from Texas and Senator Wheeler have introduced bills for continuation of the policy of deferment for dependents supported before Pearl Harbor.

48-Hour Week Amounts to Increasing Manpower

Meanwhile, the government has issued an order calling for a 48-hour week for industry in those sections throughout the country where there is a labor shortage. Time and a half, however, is to be paid for the extra eight hours over the 40-hour week.

This move to increase production by a lengthening of the work week is equivalent to adding to the manpower of the nation. It follows a line being advocated by Capt. Eddie Rickenbacker, who has been crusading up and down the country since his return from the Pacific battle zone, for more and more production on the home front for the supply of our fighting men throughout the world.

Speaking before a joint meeting of the New York legislature recently, Rickenbacker said: "Wiping out the provisions of the wage and hour law . . . would give us an increase of 5,500,000 extra workers among the 16,500,000 now employed in manufacturing. . . . This increase in productive manpower hours would not only take care of the estimated 2,100,000 employees that will be needed to take care of increased war production, but would leave free 3,400,000 men now on the payrolls for farm or other essential services."

It has been pointed out that

extension of the 48-hour week with its time-and-a-half for overtime under the present 40-hour week, works no hardship on war contractors, who can pass the extra cost of time-and-a-half on to the government. But other forms of industry not engaged in war production object to it because they cannot pass the extra cost on to consumers because of government price ceilings.

Soldiers to Help Harvest; Plan Small Town Help

The government has moved in two directions to get badly needed labor to the farmers who are being called upon to produce the record crops to keep this country and its Allies going.

In the most positive and what appears to be the most effective of the moves, permission has been granted for the use of soldiers in planting and harvesting in areas suffering from labor shortages. The soldiers are to be selected from stations closest to the affected areas, are to work under army discipline, and be paid by the government. Whatever the farmer will pay for their use will be remitted to a special fund in Washington.

The other step to be taken was announced by Secretary Wickard, and one-it calls for three and one-half million older men, women and boys and girls of high school age from the towns, villages and small cities of rural counties. They will assist farmers in their region pressed for help.

Rep. Hampton Flumer, from South Carolina is working for provisions to halt the induction of farmers and turlough farmers on army duty in this country for field tasks.

Old North State's 4-H Gardeners Set To Help "Feed A Fighter In '43"

North Carolina's rural youth, together with those in other states, are enrolling en masse in the 1943 National 4-H Victory Garden contest to produce adequate supplies of essential vegetables and garden fruit on home plots for their entire family's use.

One million 4-H Victory Gardeners are the 1943 goal. Government officials emphasize that the more food each community grows for its own use, the easier it will be for the country to meet its military needs for garden fruits and vegetables. They also point out that the annual garden product needs of a man in the armed forces, which include 34 pounds of tomatoes, 50 pounds of potatoes and 168 pounds of leafy green and yellow vegetables, can be produced on plots of 3-10 to 12, 1 to 1-4, and 2 1-2 to 3 acres, respectively.

The primary purpose of the activity is to encourage every 4-H'er to utilize as much space for farm family gardening as possible, and to plant early and often, throughout the year. As incentive to achieving outstanding gardening records, honor awards are offered by Sears, Roebuck. These recognitions for helping to "Feed a Fighter in 1943" include medals to four county winners; \$25 in War Savings Bonds to eight champions in each state, and all-expense trips to the National 4-H Club Congress in Chicago to eight sectional participants who as national winners will each also receive a \$100 War Bond.

The contest will be conducted, along with other 4-H wartime projects of production and conservation, under the direction of the U. S. Department of Agriculture, State Agricultural Colleges, and County Extension Agents.

AIR CORPS KATE!
It's time to see that Kate gets the Air Force, and never the air! Keep your chocolate cakes made with top-flight RUMFORD—the Baking Powder that lifts cakes like a pilot lifts a plane! 33 years' service in America's best kitchens.
FREE: Use Rumford's Timely Recipe Material, Write today—Rumford Baking Powder, Box 2, Kutztown, Pa., U.S.A.

Noted Artist Paints War Poster



Urging Americans to "Keep 'em Flying" through the purchase of more War Bonds, the above poster will soon make its appearance in several hundred thousand stores and display spots throughout the country. It was painted by Georges Schreiber, internationally known artist, whose pictures hang in the Metropolitan and Whitney Museums in New York and other museums in various cities.

"Behind The Scenes In American Business"

—By John Craddock—

New York, Mar. 1.—If you think you have troubles with point rationing, consider the plight of your grocer. During that week when you couldn't buy any canned foods, he wasn't relaxing. He was going over his entire stock of the rationed items, marking the official point values on them—and this cost him a great deal of manpower in these days when manpower is among our scarest commodities. Now that you are swapping coupons for canned goods, there isn't a good deal of work for the grocer to move those stamps back to where they'll get him more canned goods. The stamps must be attached to gummed cards, and generally deposited in a special banking account in the grocer's bank—unless he has a small store. You have already noticed how trading in point-ration goods slows up service, since the grocer must add points as well as money—and he can't make change in points. One chain has employed 300 additional warehouse workers whose job it is to stick stamps on gummed cards. Store buyers have to compute the amount of stamps they have—to budget their own buying. And since the stamps are interchangeable for use in buying any of the foods on the list, just as are those of the customer, he has the additional job of correctly estimating how his customers are going to do their budgeting, in order to be sure that he has the particular items you have decided to buy.

WAR-COATS—Nearly three-quarters of all this nation's world-record output of aluminum is going into military aircraft and all of it into war effort one way or another. With the recent announcement by Toy A. Hunt, president of Aluminum Co. of America, that Alcoa was turning over to the government, many millions of dollars in what he termed "reasonable" renegotiated contracts for 1942 and was reducing prices on many fabricated products effective March 1, the economic effort of new machinery and new techniques developed by aluminum for the war becomes clearer. In the last few months America has been reading about and seeing pictures of new rolling mills that turn out aircraft sheets two city blocks long, rolling them fifty times faster than before; new plants in which 50 football games could be played at one time; banks of great forging hammers more powerful than any others in the

world—all of which were regarded in terms of more planes, better made and more quickly produced. Now Hunt's announcement, after renegotiation involving more than 150,000 contracts, reveals an additional result—cheaper planes. And since aluminum's only customer these days is Uncle Sam, it's the taxpayer who gets the saving.

THINGS TO COME—Florescent treated plastic "envelopes" which emit a glow sufficient to make it possible to read the contents in the dark—a cocktail shaker which doesn't dilute beverage while ice melts, so the last drink is as potent as the first poured. . . . Completely airtight pillowcases using mylrite coating, to overcome troubles of

"feather duster" sufferers. **PEEK AT FUTURE**—Post-war motorists may be driving on rubber tires made from corn and wheat, according to reports coming from the nation's research laboratories. Rapid wartime development of the synthetic rubber industry, especially in making butadiene and styrene from grain alcohol in the U. S., will make possible the production of 75 per cent of the rubber supply after the war, according to a report on synthetic rubber progress by Dr. A. J. Liepmann, research director of Schenley Distillers corporation, whose distilleries are working day and night in producing alcohol for this and other war uses. He pointed out that 80 per cent of the entire synthetic rubber program now is for the Buna S type, and that it seems probable that most of this vital war material will be derived from alcohol distilled from grain.

NEIGHBORHOOD RAILROADS—There are 12,000 communities in America served by some 500 railroads whose average trackage is about 26 miles. But they are an essential part of the rail transportation system of the country and are doing a big war job. Many of them are one-product freight carriers, with or without a passenger business. One, the Bauxite Northern Railway in Arkansas, has only three miles of road, carrying bauxite (aluminum ore). A great many pick up their single product at the point of origin and haul it to the big lines whence it is shipped over the country. War has reversed their trend of passenger business, besides building up their freight haulage. Competition in the peace-time years came chiefly from private automobiles, but gasoline and rubber rationing, together with more transportation of workers, has lifted passenger business substantially. Last year, the short-line railroads which made reports had an average gain in revenue of 18 per cent. This was not as good as the gain made by major lines, but the short lines had not so sharp a dip in business in the pre-war years.

BITS O'BUSINESS—A spun rayon and cotton cloth developed for diapers is being used by U. S. Navy plants for lens polishing. . . . Several companies are about to market creamed dentrifices, to be sold as toothpaste in a bottle. . . . Armstrong Cork Company has developed a new coating that forms a ready bond with steel or wood, for weather-proof, non-skid surfacing of warship decks. . . . There are enough United States Steel employees in the armed forces to make four Army divisions—55,000 men.

—BUY WAR BONDS—Subscribe To The Cherryville Eagle

Schools Open Drive To Buy 10,000 Jeeps



Battle Flags of the Schools

THE little jeep which is serving so nobly from Guadalcanal to Africa has become the symbol of the gigantic efforts of millions of American school children in their War Savings program.

Thousands of public, private and parochial schools soon will be displaying a certificate of honor from Secretary of the Treasury Henry Morgenthau, Jr., signifying that they have paid for at least one jeep by buying \$900 in War Stamps and Bonds.

Countless others will be flying the Schools At War banner awarded to schools with 90 percent pupil participation in War Savings.

Ten thousand jeeps and a hundred bombers! This is the goal of America's schools as 20,000,000 children continue their Schools At War program under the auspices of the Treasury Department and the U. S. Office of Education.

Results so far in the program reported by Dr. Homer W. Anderson, Associate Field Director in charge

of the education section of the War Savings Staff, are:

More than 7,000,000 elementary and high school students from 30,000 schools have prepared special Schools At War scrapbooks for state and local exhibits.

War Stamp and War Bond purchases may reach a grand total of \$300,000,000 for the school year.



From where I sit . . .

by Joe Marsh

Big famines? I think of Dede and Ma Hoskins and their teen children! Thirteen school youngsters to control! But I found a way to keep on my mischief by self-regulation. "You kids can check up on yourselves," he says. "When somebody gets out of order, you call a meeting and dish out the punishment."

You know the idea, don't you? And I mention it because it reminds me of what the best industry is doing.

They've united with the beer distributors in a self-regulation program to help the authorities "clean up or close up" offending taverns that bring discredit to a decent industry.

From where I sit, that's a fine thing for the brewers to do—to see that beer is sold in clean, decent, friendly places.

Joe Marsh

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Your engine's cylinders can't stop empty. They'll either load up with fresh raw gas when you shut 'er off, or get caught with stale burned gas they can't belch out.

In those useless leftovers are corrosive acids, trapped in the engine you can't replace—along with moist "sweat" as the interior cools. Any chemistry freshman knows these causes of biting corrosion, always present—long before wartime. But when your car was in frequent use, at speeds that thoroughly warmed the engine, it helped to offset the worst acid effects. How different today, when mileage, speed, and average engine heat are all down—giving acid its chance to run riot!

You can't open the engine and keep

sponging out any acids or other moisture, while your car stands little used nowadays. But without extra fuss or extravagance you can change to Conoco Nth motor oil and get your engine internally OIL-PLATED.

You're familiar with anti-corrosive plating. . . . like chromium-plating. Just as closely, this protective OIL-PLATING will be kept surfaced to delicate parts by advanced synthetic means—as described in the celebrated patent on Conoco Nth. Though your gasoline-rationed car makes few runs, you can combat corrosion between times. For you can keep your engine OIL-PLATED by changing to Conoco Nth this Spring at Your Mileage Merchant's Conoco station. Continental Oil Company

OIL-PLATES YOUR ENGINE
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ME? SINK A SUB?
Yes, you! You can help provide the depth charge that will sink a Nazi sub—save thousands of American lives—insure more supplies for our fighting forces!

Just buy U. S. War Bonds—buy them with every single penny you can save. They're a sound investment. They're a powerful way in which you can make Victory ours!

Buy War Bonds Today!

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