

THE EAGLE

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Editorial

HEROES OF THE AIR

Analysis of figures on the German war make it apparent that our flyers are doing the most dangerous work of any branch of the army or navy.

When we read that 500 planes went over enemy country and only five or ten were lost, it doesn't seem like much. But when we realize that those same 500 planes, with the same crews, may go over enemy country several times a week—and that five or ten may be lost each time—it takes only simple arithmetic to see that the majority of these crews are apt to become casualties within a comparatively short time.

The work of the infantry may seem a lot more bloody when they engage in battles in which thousands are killed or wounded. And it is true that the flyers have a much more comfortable life than the infantrymen when everything goes all right.

THE FIRST STEP

The United Nations Charter, signed by representatives of 50 nations, is an historic document—an acknowledgement by the leading countries of the world that the preservation of the peace is of vital concern to all of them.

Perhaps more important than the wording of the charter itself is the signatures to it—the signatures which testify to the fact that, in spite of their diversity of interests, all nations are able to get together and agree on something.

President Truman emphasized that the signing of the charter was only a "first step" toward any permanent solution of world problems. Other steps may follow slowly. But as we contemplate and plan each new step we must constantly be on guard that we always go forward—that the United Nations, having started toward a goal of permanent peace, should never take a step backwards.

JAPS TO FEEL AMERICAN MIGHT

(Anderson Daily Mail)

On Monday, July 2, the greatest fleet of B-29's ever sent against Japan struck four of the Empire's industrial cities.

Six hundred bombers took part in the attack which was the beginning of the stepped-up raids on the Nips as promised by Gen. Arnold. Four thousand tons of bombs were dropped, making it the greatest single incendiary strike of the Pacific war.

That brought to twenty-two the total of Jap cities smashed in firebomb attacks. It was the thirty-third assault on Jap war plants.

In the not too far distant future Japan will see attacks by 1,000 or more Superforts, for the bombers have really not yet gotten under way. The incendiary bomb raid on Tokyo on March 5 halted at least a fifth of the city's great industrial production for three months.

This one raid destroyed 3,000 industrial plants, and up to a quarter million other buildings. It reduced 360 million square feet of the city to ashes.

More than a million factory workers were made homeless. With closer bases and a shorter distance to fly, the Superforts can be relieved of carrying so many fuel tanks and can therefore carry heavier loads of bombs. Apparently they are not yet operating from Okinawa, for these raiders on Monday flew from the Marianas.

It has been demonstrated that incendiary bombs are of the greater value in these attacks because they can hit targets too small to smash with pinpoint bombing methods.

Almost daily the Japs have suffered incendiary-bomber attacks, and by degrees their cities are being destroyed.

There is no reason now why all of them cannot be wiped out and so will their war production be destroyed.

And once they have reached the non-production stage, just where will they be?

If they had the least bit of sense, the Nips would surrender immediately before the Empire is totally smashed. For that is exactly what those bombers will do to them.

What, it may be wondered, will happen to all those teeming millions when winter comes and they have no dwelling places, no fuel and little to eat? Our blockade is gradually tightening about them so that soon they will be unable to bring in stolen supplies from their conquered islands.

Soon they will be out of stored fuel. And the winters in Japan are pretty severe.

Add famine and pestilence to all that and you have a fair picture of what is in store for the nation within the next few months.

It would be better for the population if it were destroyed completely.

We're in favor of that.

'Little Boy Blue—'



NEW YORK, July 9.—The big manufacturers of the nation expect business to be very good in that first year after the war. The great expectations are not based just on easy optimism. They represent the sober indignation and the planning of some 7,000 manufacturers who, as a group, produce about half the nation's goods.

These are the same manufacturers who reported to the Department of Commerce their plans for spending some \$4.5 billion to enlarge their plants in the first year after the war. They want these increased facilities because they expect sales much larger than in 1939, the last year before the defense program and the war began to effect our economy. Most optimistic of all are the textile makers, the makers of apparel goods, and leather products. As a group they expect their first postwar year's sales to be greater even than record-breaking 1944, and about twice the \$9 billion volume masters, reconciled to less volume of 1939. Even the iron and steel first postwar year as substantially after the war than the last prewar year.

Food, beverage and tobacco manufacturers also expect a volume about twice that of 1939. SPRINGBOARD FOR A SPRING — Buses have been the "springboards" for some of the major automotive innovations of recent years—the remote-control gear shift, automatic hydraulic transmission, and safety glass, for examples. Therefore, in visualizing your postwar dream-car you might well take note that hundreds of this year's buses are being equipped with what is literally a "new twist" in vehicle suspension — a "torsilastic" rubber spring developed by the B. F. Goodrich company. It works by means of the twisting action of a filling of rubber between a cylindrical shell attached to the axle and a shaft connected to the vehicle frame. One of the "wonders" of the New York World's Fair, its development for civilian use was interrupted by the war. But it has had a more than thorough workout on LVT's (landing vehicles) tracked for which more than half a million of these springs have been made. You can also look for this spring in tomorrow's swivel chairs, porch swings, built-in ironing boards, and other places, as well as in vehicles.

THINGS TO COME—A new insecticide that may revolutionize plant doctoring. It will make possible the inoculating of crops by simply mixing the chemical with the fertilizer, and the resulting crops will be immune to bugs, beetles, etc. Many new magazines from the nation's leading publishers. Baby tractors, for use on farms smaller than any mechanized before. The memoirs of General Eisenhower, in published form. A new soil tester making use of the electric eye. Housewives will buy their postwar night bulbs handily packed in a new shock-proof carton. A new railway car for ordinary coach travel equipped with a luxurious lounge for day, lavatories by night.

MEATIER CHICKENS—Leaders of the two billion dollar poultry business assembled recently in Chicago to formulate plans to retain markets poultrymen have won during the meat shortage period. They were helped in their planning by a novel program developed and offered the industry by A and P Food stores. The program centers on three year contest to develop a better meat-type chicken, comparable to the famed broad breasted turkey, which will have about 30 per cent more meat in proportion to bone structure than exists today. Breeder of the bird nearest approaching this ideal will win a \$5 thousand award. The contest also provides for \$3,000 in annual progress prizes. Maybe one of your neighbors will win an award.

The prize money has been turned over to an industry committee by the food chain, plus sufficient funds for contest expenses. D. D. Slade, Lexington, Ky., poultryman, heads the committee, which consists of members of every major poultry association in the country and key officials of the U. S. Dept. of Agriculture.

BUSINESS OWNERS—Are you a stockholder? If so, you are part owner of some business. Naturally you want to get a report from time to time telling you how your business is doing. Management today is doing a better job of keeping stockholders informed through annual reports than in any other period of financial history, says the Financial World. This weekly journal for some time has carried on a crusade for better corporation reports. Finally it set up a system of awards to grade the pamphlets. This year more than 2,500 corporations submitted their reports for a judgment of a committee of experts. The results are heartening. Some 30 per cent of the reports this year could be classified as "modern" against only six per cent in 1940. About one in three, how-

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HOW TO WIN FRIENDS and INFLUENCE PEOPLE

CHANGED HIS COURSE

Some years ago the United States Public Health Service, in Washington, D. C., received a letter from Utah that made 'em blink. It said that the ranchers of Utah were suffering from a new disease. Well, there simply aren't any new diseases. At least, that's what the health service thought.

But the ranchers were being bitten by the deer fly, and it was knocking the socks off them.

A departmental worker was selected—Edward Francis—to trek out to Utah and see what was the matter. So he packed up his guinea pigs and rats and started west. On arriving, he found that things were indeed plenty serious. Death was being caused by the bite of the deer-fly. His job was to find out what caused the deer-fly fever.

He got some of the blood of a stricken rancher and put it in a guinea pig. In five days the guinea pig was as dead as a doorhinge.

Ground squirrels had it, and jack rabbits. He opened up some of the jack rabbits and found the disease on their spleen.

One day his head ached and his back hurt. To his astonishment he found that he had deer-fly fever, but he didn't know how he got it, or what caused it. He almost died.

When he was able to get about, he went on with his work, went back to Washington with samples of the insect that caused the strange new disease and devoted himself night and day to finding out what caused it, conducting thousands of tests.

One day he heard of a man working in a meat market in Washington, D. C., who had a strange disease which he called "rabbit fever." He examined the man, and suddenly went off on a new tack. Why, these two diseases were the same! Instantly he dropped the deer-fly idea and began working on the "rabbit fever." He found that the man had contracted the disease from dressing rabbits. Then Edward Francis remembered that he had dressed rabbits before contracting the disease. Next he found that the spleens of the rabbits had spots on them and that a man's hand coming in contact with these infected organs was likewise infected.

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