

THE EAGLE

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THURSDAY SEPTEMBER 27, 1945

Editorial

OUR SERVICE BOARD

It seems that our "Service Board" for some reason or other has been forgotten. It has been placed in the Bandstand, which is an ideal place for protection from the weather, but at the same time it is hidden. We believe this board, should be placed in some nice spot near the sidewalk with lights placed at each end in order to be read at night as well as in the day. It could be made a thing of beauty and something Cherryville would be proud to have.

Perhaps a white picket fence could be built around it, low in the front and higher in the back with blooming flowers on the inside, or could be grassed and kept mowed, anyway it need to be brought out into the limelight.

We would like to see some organization make some move to do something about it and at the same time it must be remembered to keep it pretty, it must have constant care. Of all things we want to see it lit up in order for the gold stars to those who have made the supreme sacrifice, can be seen. They died that freedom and liberty can prevail throughout the world once more.

BRIGHTER DOLLARS

THE suggestion has recently been made that one dollar, five dollar and ten dollar bills be printed in different colors—say green, orange and brown.

This seems to us to be a sensible idea. It would make it easier for stores, movie houses, etc., to make change. It would make it easier for merchants and banks to count and check their money.

As we enter the "Age of Prosperity" it seems fitting that we start it off with gay-colored bills—bills that bespeak the spirit of better times. The only exception we suggest is that government payments for "unemployment insurance" and "relief" be made in drab, mournful-colored money—a kind of money that expresses the sense of shame which our country should feel over having, once again, to sponsor a dole.

10,000,000 UNEMPLOYED JAPS

RECENTLY we read an analysis of conditions in Japan in which it was stated that Japanese industry is ruined—that there are no industries, no raw materials and no shipping facilities. Painting a gruesome picture of conditions in that defeat country, the reporter from Tokyo concluded "Japan will have 10,000,000 unemployed persons to care for by the end of the year."

That figure stopped us, for it was a familiar one. "10,000,000 unemployed by Christmas" was the way we heard it first—but that was in reference to the immediate future of our own country.

Here the Japanese have no industry and our industries are booming as they never boomed before—yet some Washington pessimists or propagandists are willing to predict that our plight, so far as unemployment is concerned, will be about the same as that of the Japanese by the end of the year.

Well—we don't believe it. Millions of men may have to change jobs, but it is certainly ridiculous to assume that this shifting around is going to bring our employment record down to the level of the nation we destroyed.

ON WINGS AND WHEELS

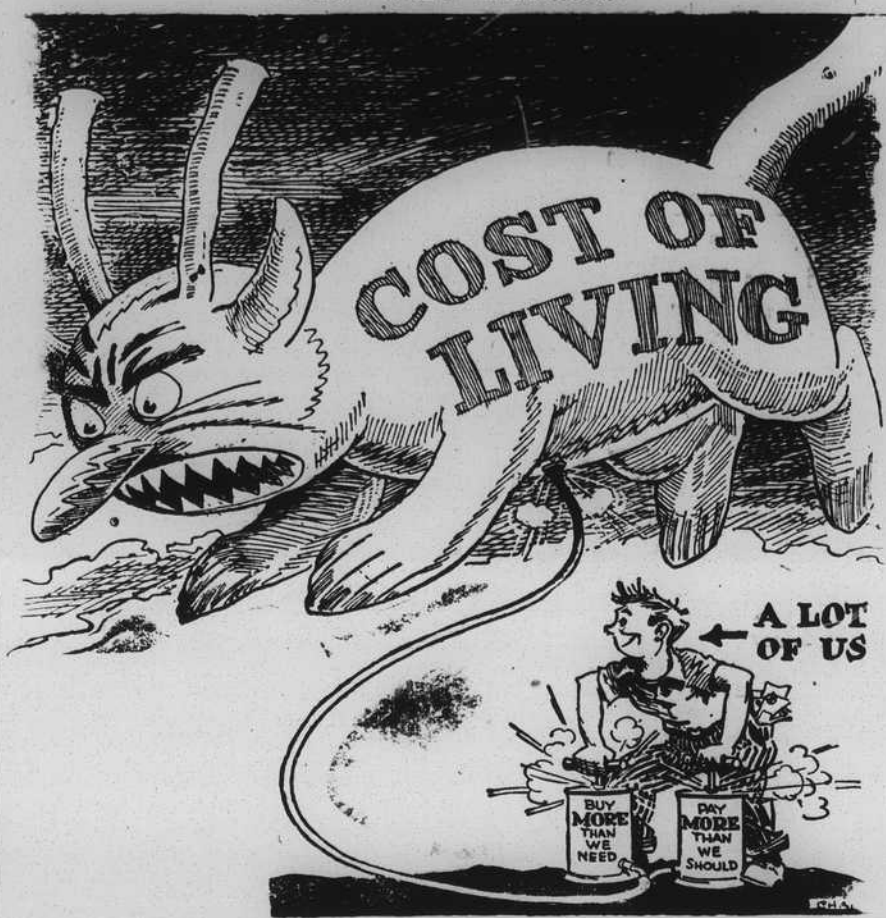
The war caused many people to think they would soon be riding in a jet propelled plane. But the research department of the Standard Oil Company of Indiana says: "Jet planes, even with their ability to use heavy fuels, will probably not come into ordinary use for private or commercial planes for a long time, if ever."

The survey was part of the company's study of future fuels and requirements, and dealt entirely with civil aircraft. It said: "A jet plane must fly high and fast. Since high-altitude, high speed flight is expensive no matter what kind of engine is used, the experts feel the jet plane will hardly fit into the economic picture. Most experts feel that the large airplane of tomorrow will use propellers, but that the propellers will be driven by gas turbines . . . particularly as planes are built that need engines of greater than 3,000 horsepower."

Every radical change in engine design means that the oil industry must develop lubricants and fuels that will make the operation of such engines practical and too proof. The American oil industry has always kept pace with or been one jump ahead of demands. That is one reason why the United States leads the world in its use of all types of motor equipment for pleasure and business.

Private enterprise seeks new fields to conquer in methods of production and distribution, for that is the lifeblood of its success. And that is why a nation profits so greatly where individual opportunity and incentive for advancement is the driving force in industries. Nowhere is this better illustrated than in the laboratories of the oil companies whose job it is to keep American citizens on wings as well as wheels.

He Who Inflates



BEHIND THE SCENES IN AMERICAN BUSINESS

New York, Sept. 24 -- The nations huge reconversion program, just as it was getting into stride, last week stubbed its toe on a bulging knot of labor difficulties. In Detroit, the vast Ford facilities closed down, General Motors Corp. faced a nationwide strike threat, and disputes between management and labor cropped to the surface in a number of smaller plants. In Washington, President Truman moved quickly to strengthen his Labor Department by merging into it the National War Labor Board, the War Man-Power Commission and the United States Employment Service. Meanwhile, full employment, so dependent on a smooth transition

from a war to a peace economy, will be set back for at least the time consumed in straightening out. It would be particularly regrettable if the reconversion program were delayed for any length of time. The military forces are currently demobilizing 400,000 men and women a month, and expect to up that to 1,000,000 a month by the first of the year. These men and women will be looking for jobs some of them for the first time in four or five years. Those jobs should be waiting for them.

AIR CONDITIONED BUS
The problem of air conditioning railway cars and intercity buses, intensified by the frequent opening and closing of doors, appears to have been solved. Down in Atlanta, where it can and does get pretty hot during the summer, the Georgia Power Company has put into experimental service an air conditioned trolley bus made exclusively for city transportation. To compensate for frequently opened doors, the air conditioning equipment, manufactured by the Carrier Corporation, has twice the cooling and dehumidifying capacity of intercity buses and is about the size of the used on modern railroad cars. It supplies 800 cubic feet of outside air a minute for ventilation and fans circulate a total of 2,200 cubic feet of cooled, dry air through ducts passing down both sides of the coach. If such coaches prove practical wilted collars will be on the way out and more comfortable, better dispositioned workers will greet their families in the evening.

THINGS TO COME: New stronger rayon, developed in war years for tire cord, will be available shortly for clothing. . . . New dyes for tinting plastics, some with a fluorescence under black light. . . . A delayed action light switch; it will turn lights on or off immediately or three minutes after setting. . . . Work shirts treated to resist acids; they will be particularly valuable to those working on storage batteries, on rayon production and in other acid employing industries. . . . New electric hoist drive which automatically measures the load which a crane may handle; it refuses to budge when the load is too heavy. . . . A new toy piano, which operates and looks like a typewriter. . . . Paint brushes

made from milk; casein, which is a milk base fibre, replaces pig bristles. . . . Aluminum furniture; general Fireproofing Company is taking orders for six styles of executive and office chairs. . . . A new ink in powder from which becomes usable by adding water. . . . Airplane landing strips for the ocean surface; British Admiralty has operated them successfully for aircraft loaded up to 9,000 pounds.

'S' MARKS SPOT—American rubber men are uneasy lest some cases of mistaken identity detract from the generally favorable reputation synthetic tires are winning. The other day James J. Newman, vice president of B. F. Goodrich, warned that motorists ought not to assume that every "war tire" they had—which may not have turned out too well—was a synthetic rubber tire. "You see," he said, "several million tires made with reclaim rubber were produced and distributed early in the war. To a large extent those tires, which never were expected to be more than a mere stop-gap product, are figuring in current tire-failure statistics, and with all the attention that has been focused on synthetic as the wartime tire, people may get a less favorable impression of synthetic tires than the true facts warrant." He advised car owners to look for the letter "S" molded into the side of every tire con-

taining GR-S synthetic before blaming synthetic rubber for the shortcomings of a "war quality" tire. The performance of synthetic in passenger-car tires is proving closer to that of prewar naturals than had been generally expected, he said.

BITS O' BUSINESS: Kitchen brooms will not be up to standard for a while. The fibre will be less flexible, much of it dyed to resemble green hue of best brooms. . . . Florida fruit escaped major damage by the recent hurricane. . . . Food shortages are gradually disappearing in all categories. . . . American industry plans a huge plant construction program. . . . Hostory construction factors want War Production Board to regulate deliveries of first nylon stockings to stores. . . . Railroads want sleeping car ban lifted by October 15. . . . Shoe rationing should end by October 1. W.P.B. statisticians think. . . . Savings bonds sales now add little additional money to the Treasury. Redemption in August were 73% of sales. . . . Retail sales are slowing a bit as customers wait for the promised post-war goods. . . . Passenger car

production dipped slightly in July, but inventories were up slightly. . . . Troop movements have diminished little since the war's end which is the main reason why trains are still crowded. . . . Dehydrated vegetable production, which skyrocketed during the war, is shrinking rapidly row.

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Dale Carnegie

HOW TO WIN FRIENDS and INFLUENCE PEOPLE

PAYS TO SHOW APPRECIATION

HERE'S something you can learn from Ed Wynn, the comedian. He says that some of his success has been due to the appreciation he shows to people who do things for him. He gets, of course, a great deal of publicity, but he never fails to thank the person who has given it to him. When a columnist runs his name, he sends him a single-word telegram—"Thanks."

When he is on the road with a show, and a local reporter calls to interview him, Ed Wynn always gets his name and makes a note of the paper he is working for. After the interview has appeared, Ed sends him his one-word telegram. Is the local reporter pleased?

Alexander de Seversky is very much in the front pages these days, and has become an influence in our air strategy. He has designed basic trainer planes, and has become famous in the world war aviation. But he says that a great deal of his success has come from the men around him, the engineers who work with him. He is famous, also, for his ability to inspire loyalty among the men who work for him. He says he does this chiefly by showing the men appreciation. He makes it a point never to go into his plant and come out without having said something appreciative to some of his workers. Sometimes it is merely a pat on the back, sometimes he says, "Thanks for the fine way you have handled this. I am glad to be associated with you."

E. H. Little was born on a farm in Mecklenburg County, North Carolina, and worked selling mules. One day, to his astonishment, the Colgate company offered him a job as salesman in another part of the state. On the day he was to go to work, he started out early and went from grocery store to grocery store trying to sell his soap. Bpt he was new at the business and did not know his product. At the end of the day he had only one order, and this was from a small inconsequential store.

He was ashamed to come in and show the district manager the small order. But when the manager looked at the order, he said, "Thank you for trying so hard."

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SAN-CURA FOR ITCHING SKIN

Quick, merciful relief to stinging, irritated, ITCHING SKIN. ECZEMA, MINOR CUTS AND BURNS and externally caused PIMPLES AND BLACK-HEADS. First application almost immediately soothes, cools and relieves the itch. Helps prevent spread of infection. SAN-CURA must give satisfaction or your money back. 35¢, or large economy size 60¢. Insist on genuine SAN-CURA antiseptic ointment with the white and blue cross.

at HOUSER DRUG CO.

DO DEWDROPS DROP?
YES
NO

Ye poet sings of "falling dew." He means warm air kissing cooler grass and flowers—leaving moisture. It didn't drop from heaven. Same process causes frost . . . and another cold-weather truth is this: a Winter change now to Conoco Nth motor oil will fortify your precious car's engine with internal OIL-PLATING.

OIL-PLATED lubricant is closely bonded to working parts by the magnet-like action of Conoco Nth oil's added ingredient. OIL-PLATING resists draining down to the crankcase at every stop! And the OIL-PLATING retained by inner surfaces is ready—faster than instantly—to avert the grinding wear of bone-dry Winter starts. Fighting corrosion along with lots of other wear, OIL-PLATING means protection against carbon—sludge—breakdown! Today get Conoco Nth oil—patented.

CONOCO Nth MOTOR OIL

For Station Identification!
The big red Conoco triangle identifies Your Mileage Merchant's Conoco station. There's where to get good gasoline today. But look for new hushed power—new high-octane—in his NEW-DAY GASOLINE! It's coming quick!—WHERE YOU SEE THAT CONOCO TRIANGLE! Continental Oil Co.

Good Taste! after the game...

ATLANTIC ALE AND BEER

Atlantic Company—Breweries in Atlanta, Charlotte, Columbia, Norfolk, Virginia