

The Eagle

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I'M JUST A STEERING WHEEL

I'm just a wheel. A steering wheel. And you're my captain. Behind me you're the lord and master of a miracle. You can make me take the kids to school. You can turn me down the sunny road toward town. With me you can guide your goods to the market place . . . you can rush the sick to be healed . . . you can go in minutes to places hours away. You can do magic.

Yet, in the blink of an eye, in the tick of your watch, I can turn deadly killer. I can snuff out the life of a kid still full of life—maybe your kid. I can twist a smile into tears. I can wreck and cripple and destroy. I can deal out death like the plague. And I'm no respecter of persons. A child, a grandmother, even you, my friend . . . it's all the same to me.

I'm sensitive. I respond instantly to the hands you give me. Give me calm hands, steady hands, careful hands . . . and I'm your friend. But give me unsteady hands, fuzzy-minded hands, reckless hands . . . then I'm your enemy, a menace to the life, the happiness, the future of every person, every youngster riding, walking, playing.

I was made for pleasure and usefulness. Keep me that way. I'm in your hands. I'm just a steering wheel. And you're my captain. Behind me you're the lord and master of a miracle . . . or a tragedy. It's up to you.

IT PAYS TO SHIP THROUGH HOME PORTS

During the past few months, many Tar Heel businessmen who deal in imported and exported goods, made statements to the effect that it was good economy not only for themselves but for the state as a whole, to do their shipping through North Carolina's State Ports.

Recently, one of the state's leading lumber dealers remarked, "Because of efficient handling and unloading of my imported Mahogany from the Philippines at the North Carolina State Port, I realized not only a saving to myself but also to the furniture industry and all those connected with us in using our stock."

In addition to such specific things as savings, the people of North Carolina directly benefit whenever a ship enters a State Port for taking on or discharging goods. Cargoes coming into North Carolina are handled by local people and then, for shipment into the state, the railroads and truck lines are put to use. This means that engineers, brakemen, truck drivers, helpers, the use of freight cars, locomotives and trucks, the fuels required to operate these pieces of equipment all have been employed beyond their usual scope.

About a month ago a dealer in hardware began to import through the State Ports and because of the lower costs in price resulting from efficient handling, no loss of time and the shorter distances to his consumers, this importer was able to sell his commodity at a price that was below his nearest competitor. This saving was passed on to hardware dealers, contractors and builders, carpenters and the man who works around the house. This dealer in hardware also said, "It pays to ship through Tar Heel Ports."

The other day, William A. Morrow of Monroe, North Carolina, a representative of the C & G Trading Corporation, which handles huge cargoes of burlap and webbing, said "The two main reasons I bring my goods through the North Carolina State Port are that I have saved by company time and money and that this saving can be passed along to our customers."

More and more Tar Heel industries are being made aware that shipping through home ports is good business; not only that, they are being made aware of the fact that the services provided by the State Ports do not only benefit the industry but directly and indirectly benefit the people as a whole.

Everyone in North Carolina, in a sense, is really an ambassador of good will for the State Ports Authority, for they are the peoples' ports and whatever develops at the State Ports level for increased activity eventually benefits the people.

Shipping through North Carolina's ports is good business for the Tar Heel State.

ST. JOHN, KAN., NEWS: "Right to work legislation guarantees that workers cannot be booted around by gangster type bosses who take a rake-off from their pay, squeezing tribute from laboring men as certainly as the Caesars did in days of old. It guarantees that if a man wants to belong to a union he may do so, and that as a union man he will enjoy the benefits it may offer."

IT'LL BE TOO LATE TO LEARN DEFENSE WHEN THE FIRST ATOMIC BOMB STRIKES

"Well" I said when he came in from school. "What did you learn today?"

It's a question parents always ask, I guess, tossing it out from behind their newspapers, not expecting an answer, and usually they don't get one beyond, "Aw, nothing much."

But this time it was different. "This," he said. And he flopped down on the floor of the kitchen, on the linoleum, on his knees, with his bottom stuck up in the air and his shoulders and face pressed against the floor and his arms wrapped around his head.

"What kind of business is that?" I asked, as he got up, brushing his blue jeans off, looking proud.

"It's what you do when they drop an atom bomb," he said, calmly. "You hear the siren and you get up from your desk and go out in the hall and lie down on the floor like this." He dropped again, in that strange crouch. "We did it today. Some firemen came and put a big siren on top of the school house and when it blew that's what we did. All the kids went out in the hall and got down on the floor and stayed there until Mrs. Baggett came and inspected us to see if we were down flat, and had our heads covered up right. Then she said 'that was fine and we went back and started doing our English and stuff.'"

"Sometimes, though," he went on, "you won't have time to go out in the hall. You just see a big flash of light. So you drop out of your seat right where you are, and crawl under the table, or get close to the wall between the windows. See, like this."

He picked up a salt shaker and a pepper shaker and put them a few inches apart. Then he took a paper napkin and twisted it, roughly, into human form.

"This is a window and this is a window," he said, touching the salt and pepper shaker. "And when the flash of light comes you lie down here." He laid the paper napkin down between the salt and pepper shaker. "That way," he explained patiently.

"When all the glass goes out and the walls come down, SCRUNCH, the little children don't get hurt because they are out of way of the flying glass and the walls don't fall on them flat, but kind of make a shelter over them."

When he had explained it all to me he went out to play awhile before supper—unworried, and untroubled, thinking of the bomb, I guess, as nothing much to fear, and war as a kind of game of hide and seek in which little children need only to die down and cover up their heads, to be safe from harm.

And I couldn't help thinking maybe that's what we've done, all along. Just covered up our heads and hoped we were safe.

But the time has come, I think, for us to stand up and look around, and appraise the danger that confronts us and get ready, as best we can, to meet it. If there's any chance in the world that we can come to some agreement with the Russians on the use of the nuclear bomb, we ought to do all we can to reach that agreement.

If there's no hope of any agreement, ever, then we ought to recognize the facts as they are. If a big air force can save us, through its destructive power, we ought to have that air force no matter what it costs. If a radar net across the polar wastes can save us, we ought to have that warning system. If none of these things suffices—and none will, completely—then we ought to build the home defenses, the blood banks and tissue banks, the traffic plans for evacuation, the plans for putting out fires, and digging the wounded from the rubble, and getting the city running again, after a big bomb falls.

And each man should pitch in to do what he can. For it will be too late to learn these things when the first bomb falls. If any man is bored by this suggestion, and considers it a waste of time and money, I make him this proposition. Let him have his youngsters show him how they practice their air raid drills.

If seeing them there on the floor, arms clasped around their heads, crouching to protect themselves from something against which there is no protection, does not bring home to him the kind of world we live in now, nothing, I'm afraid, ever will.

—Harold Martin—Syndicated Columnist

GRASS ROOTS OPINION

TROY, PA., GAZETTE-REGISTER: "The enterprise system has given the individual freedom and opportunity to use his private property in the competitive struggle for profit. The result has been a huge continuing growth in the number of business firms, and in the number of productive jobs. Our living standards have risen over the years to the point where they are the envy of the world. . . . But . . . the trend in America toward socialistic reliance on Big Government will destroy the fundamentals of the individual enterprise system which has given us so much in the past."

FIRE FACTS

DON'T GAMBLE WITH FIRE!

You always lose

FAULTY CHIMNEYS, STOVES AND FURNACES CAUSE ALMOST 1 OUT OF EVERY 5 FIRES. HOW LONG SINCE YOU CHECKED SUCH HAZARDS IN YOUR HOME?

BEHIND THE SCENES IN AMERICAN BUSINESS

—BY RENOLDS KNIGHT—

New York, Aug. 23—That \$6 billion temporary increase in the size of the national debt sounds remote to the little man trying to make ends meet. There's a chance, though, that it will put some money in his pocket in the next few months.

Business is turning up. The administration wants it to turn up a little faster. Three weeks ago Secretary of Commerce Weeks said publicly that the White House would like to speed contract-letting and procurement. Any extra spending, however, seemed likely to embarrass Secretary of the Treasury Humphrey, who already feared he would not be able to meet all government obligations under the old debt limit.

Now that has been eased. Orders will be moved up for Army, Navy and Air Force hardware. Public works will move into actual construction faster. This means more jobs in the metal-working centers where joblessness has been greatest. It means companies will stop letting inventories of steel run down. Then the barometric steel industry will raise production.

Everyone will feel better, both in the basic industries and out. Consumers will quit worrying and resume buying. At least that's the theory, and the debt limit rise provides a means for trying it out.

MONEY TO LEARN — The shortage of scientists, engineers and skilled technicians throughout American industry is especially severe in the fields of aviation and electronics. These industries move so fast that a man who stays outside his laboratory very long finds his project obsolete when he steps back in.

Aircraft and electronics companies are doing something constructive to provide the broad scientific background and up-to-the-minute knowledge their scientific workers need. A survey of eight major aircraft manufacturers shows that nearly 1,300 scholarships are now made available for the scientific education of young men and women.

For example, winners of the Howard Hughes Fellowships in Science and Engineering each receive a grant to cover tuition and expenses at California Institute of Technology, and in addition a summer and part-time during the school year in the research and development laboratories of the Hughes Aircraft Company at Culver City, California.

THINGS TO COME — A new cellophane tape applicator for one-hand use sticks out a steel tongue and presses the tape into

place . . . The easel of a child's blackboard has been altered so that a clown seems to be standing behind the device and holding it in his hands . . . Modular units of steel (filing cabinets, cash drawers, letter files and the like) fit together into a new counter-height wall, which is then topped with a linoleum top which holds them all together . . . Sets of four card holders for the new games that require hundreds of cards can be had boxed as gifts.

STILL LIVELY — A business which has been around for 150 years might be expected to have settled into a pretty rigid mold, but that is not the case with the form of commercial financing known as factoring. It is still not only reaching into new fields of usefulness, but also stabilizing its own form.

Many people can remember when the factor was largely a sales agent for a textile mill, with a big warehouse somewhere in New York convenient to the steamships that paddled down Long Island Sound from the New England mills. His help in financing his clients was secondary.

Today the factor is no longer a sales agent, and his clients are in dozens of industries. He buys outright a company's accounts receivable as they arise, assuming all credit risk and collection responsibility. He does not lend money on the bills owed his client. He buys those bills as goods are shipped, for a small discount which represents his return for service rendered.

The man who buys the goods is notified by the seller that the invoice has been sold to the factor, who is therefore entitled to payment. This notification procedure is the hallmark of true factoring today.

GASOLINE IN PLENTY—Two weeks from now the vacation season will come to an end with Labor Day. Such statistics as are available indicate that 60 million Americans will have taken outings that could be classed as vacations, most of them in their own automobiles.

For all that, stocks of gasoline are still some 15 million barrels above the year-ago level. Production from the new and better refining units that came into production early this year is responsible. Refiners have been cutting back the runs of crude through their stills, and prices are getting a little firmer—good news for the companies' stockholders, but sad for the New York suburbanites who enjoyed a gasoline price war from New York to Philadelphia for two months.

BITS O' BUSINESS — Bakers threaten to raise bread prices this fall. Seems the better bread flour are in short supply; farmers raise higher-yielding kinds and sell them to the government. . . . Electrical output passed nine billion kilowatts for three successive weeks in July and August. . . . Construction contracts in July set a record for the month.

Adjust your driving speed to existing highway and weather conditions. Slow down in rain and fog. Slow down after dark.

An advertising sign near Jacksonville, N. C. has this reminder for passing motorists: Drive carefully . . . customers are hard to find.

Billy Graham Opens Tennessee Crusade

NASHVILLE—Evangelist Billy Graham has opened his first crusade here since returning from a successful European campaign and the largest crowd ever to attend a religious meeting here greeted the former North Carolina farm boy.

"Only a return to God will prevent World War," III Graham told a crowd of 23,000 at Vanderbilt University's football stadium last night.

Graham, seemingly tireless although still underweight after a kidney stone operation and a round with influenza, told his listeners that "There is no short cut to spiritual awakening."

WESTERN UNION BOY
 "It is going to take prayer. . . . I am nothing but a messenger. . . . A Western Union boy to deliver a message from God to the people," he said.

After the meeting, first of a month-long series since his return to the United States in July, Graham and Gov. Frank Clement left together. The governor interrupted

ed a 10-day vacation to fly back to Nashville yesterday and present the state's welcome.

This was the evangelist's second visit to Nashville. The Montreat, N. C., churchman addressed a joint session of the Tennessee legislature in January, 1953, while in the state for a revival meeting in Chattanooga.

A special \$30,000 lighting system was installed at the stadium where Graham will speak on Sunday afternoons and nightly except Mondays. A choir of 2,000 voices from Nashville's churches was organized and at least 1,000 singers will be on hand for each meeting.

CHOICE TODAY
 The evangelist told his audience that "Today there is a choice between Christ and your own selfish nature."

"A choice between two destinies — heaven and hell. The choice is urgent. There is no solution outside Christ."

In the crusade's first meeting, 143 marched out of the stadium to be converted. They professed their faith at the close of the sermon and Graham met informally with them after the meeting adjourned.



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Watch The Eagle For Grand Opening

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