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HONOR ROLL

Men of The Monroe Enquirer Now Serving In the Armed Forces:

John B. Ashcraft
Ensign, U. S. N. R.

W. E. Ballentine
Seaman, U. S. Navy

Arnold Lingle
Lieut. U. S. Army

P. O. Whitaker
Tech. U. S. Army Air Corps

GEMS FOR YOUR SCRAPBOOK

RIGHTEOUSNESS

To be perfectly just is an attribute of the divine nature; to be so to the utmost of our abilities, is the glory of man.—Joseph Addison.

Love is an image of God, and not a lifeless image, but the living essense of the divine nature which beams full of all goodness.—Martin Luther.

What cannot love and righteousness achieve for the race? All that can be accomplished, and more than history has yet recorded.—Mary Baker Eddy.

When Infinite Wisdom established the rule of right and honesty, He saw to it that justice should be always the highest expediency.—Wendell Phillips.

Divine Providence has granted this gift to man, that those things which are honest are also the most advantageous.—Quintilian.

Seek ye first the kingdom of God, and his righteousness; and all these things shall be added until you.—Matthew 6 33.

FARMERS INCOME INCREASED

The gross income of American farmers for 1942 was $18,700,000,000 according to the Department of Agriculture, which says that this is a record high.

The figure is $4,743,000,000 higher than the gross income in 1941, reflecting wartime demand for food and a 22 per cent increase in prices.

It might be explained that gross income includes returns from marketing agricultural products, the value of products retained as food and fuel on farms where grown, the rental value of farm dwellings and Government benefit payments.

The 1942 net income, which is the amount remaining after deducting farm production expenses, was estimated by the Department at $10,200,000,000. The 1941 net farm income was only $6,748,000,000.

From these figures it will be observed that the farmers of the nation increased net income by $3,452,000,000 during the year that gross income went up $4,743,000,000.

SHOES ON THE FRONT LINE

The order rationing shoes to three pairs a year for every man, woman and child is another indication that the nation must use its available supplies for the needs of the armed forces.

The order will probably be followed by others, regulating other commodities now on unrestricted sale. Gradually, the people of this country are beginning to appreciate what total war means.

There will arise complaints from the same groups of citizens who criticize the rationing of gasoline, sugar, coffee, tires and food.

The public will hear that there is plenty of leather, that new supplies have been mis-managed and that there is no necessity for rationing of shoes. It is what the public has heard about every other rationing order. It is what the public will hear about any future rationing regulation.

It may be observed, however, that rationing can be avoided by any critic who will enlist in the fighting forces of the nation. On the front lines, a man can have anything that he can get. He can enjoy other things if he manages to live.

NAZI LEADERS DESPERATE

Max Werner, a military analyst, says that the Nazi army is under new leadership which is ready for extremes. He says they "are gamblers" prepared to undertake any strategic adventure.

As this writer sees the situation in Germany, the Nazis know that they must risk everything in a "last great offensive—one like the Luxendorff offensives of the spring and summer of 1918."

These new leaders are prepared to force the last ounce of physical endurance out of their troops, regardless of the final cost. They will take any risk, increasing the intensity of the war and making it "still bloodier and more convulsed from the German side."

Even so, concludes Mr. Werner, such leadership can be "defeated faster because it burns out its own energy quicker." Nevertheless, the "military desperadoes are all the more dangerous until their final defeat."

It appears to us that Mr. Werner's forecast is reasonable and that he is right in believing that the German war crisis will be more critical, and "the mighty decision in the war will be here sooner."

NO ONE NATION CAN DO IT ALL

The proposal of Senator Gillette, of Iowa, that early treaty negotiations set the United Nations' war aims in more legal and binding form, is interesting.

If the Senator has in mind a conference of the United States, Great Britain, China and Russia to evolve solutions for all the troubled conditions of the earth, such a conference would be the utmost foolishness.

If he has in mind a parley to agree upon the treatment to be accorded our enemies when they have made their unconditional surrender, the proposal runs into difficulties because Russia is not at war with Japan.

It strikes us that what the Senator, and others, desire is a grand pow-wow, designed to compel all nations now fighting against the Axis to accept our war aims in principle and then settle the details. It cannot be done and any attempt to do it will lead to bitter disturbances in the relationship that now exists between the countries united by a common bond, the necessity of defeating the Axis.

Mr. Gillette would expect, we infer, someone, to state our war aims and apply them to all situations that come to mind. In short, no Senator forgets that we are in a coalition war and that no one nation will be able to write all the terms of the peace treaty.

In a world as wide as that on which we live, there are many divergent opinions. It is not proof of depravity that other nations do not agree with the ideas of Mr. Gillette, or even with those of the United States as expressed by our government. The reordering of the earth is too big a job for one man or one nation.

When the present war is concluded, just recognition must be made of the contribution that has been made by other nations in the defeat of the Axis freebooters. The Russians, the Chinese and even the British will be entitled to a voice, along with the representatives of the United States.

We are not fighting the war exclusively, we will not be able to maintain it.

SOLDIERS HERDING BIG "RUBBER COWS"

Learn In Tenn. Camp How To Handle And Repair Barrage Balloons.

Camp Tyson, ten miles outside Paris, Tennessee is entirely a barrage balloon school—the only one in the country. It trains both officers and enlisted men in handling "rubber cows." It has 16,000 acres. That's a good hunk of Tennessee, but when men are handling balloons that's what it takes.

The site was chosen largely because it is off the main air line routes, so that passenger planes won't fly into the deadly balloon cables. And it is where the north and south winds set up a hullabaloo occasionally, so the men get plenty of practise with rough weather.

The camp is also unusual for the men it takes—only 1B men; that is, not fit for active combat service. They are too fat, flat-footed, or something, for wading in and around Tunis. So the army tagged them for running balloons.

They get the usual basic training, then switch to balloons. They learn how to sandbag one so she won't zip off into the sky; how to deflate her when repairs are needed; how to repair her; how to fill her with gas, and how to generate the gas—hydrogen—made right in the camp's gas house. And, most ticklish of all, how to keep the bag's nose into the wind, since that's the safest way for a rubber cow to fly.

It takes some doings to keep a rubber cow into the wind. She's anchored by wires from her sides which attach to guy wires anchored in the ground. To switch her means nudging her slowly around into the wind. Sandbags must be shifted, she's nudged around a bit; more sand bags are shifted, she's nudged some more. Just the wrong balance, and she'd be off into the air.

The handling of a bag, each of which costs about $9,000, is highly dependent on weather reports. So all the men learn to read them. Stormy nights they work just as though they were protecting the west coast, where barrage balloons already are floating overhead.

ROCK OF GIBRALTAR KEY POINT IN WAR

Formidable Position At Entrance To Mediterranean Busier Than Ever.

With the United Nations campaign in North Africa in full swing, the formidable rock of Gibraltar, at the western end of the Mediterranean has broken all records in recent weeks as one of the war's greatest and most exciting—and also vital—side shows.

Although Gibraltar has been bombed only infrequently in comparison with the beating Malta has taken, it still is one of the most fascinating corners in this global warfare scene.

Since the allied landing in North Africa, its little airport on the isthmus connecting with the Spanish mainland has been jammed with planes landing and taking off. Throughout the night searchlights cut the darkness, identifying friendly visitors landing to refuel.

Most of these callers stay only a few hours, some only a few minutes, just long enough to refill the tanks drained on the long run from Britain before they leave for Africa.

The waters around the rock, too, are busier than they ever were. Fast torpedo launches pass in and out, and in the reat anchorage under the rock's anti-aircraft guns lie ships of all the United Nations, their names obliterated by war-time paint.

Some of these ships are old Greek tramp steamers. Others are American Liberty ships over whose noses bottles of christening fluid were smashed only a few weeks ago. Their flags fly bravely in the wind, and their guns are trained skyward.

Some of the liners whose names were once known to large numbers of American tourists are there, too, and there are warships, British, American, Fighting Freench, Polish, and Dutch. They move in and out, taking ships to Malta, farther eastward in the Mediterranean and to the African coast.

Soybeans

A million and a half more acres of soybeans than were called for in the fall have now been requested by the Government to meet increasing oil needs.

Better

Dehydrated foods now being produced are far better in flavor, appearance, and nutritional value than were those processed during the last World War.

Tennessee repeals its fifty-year-old poll tax law.

SUNDAY SCHOOL Lesson

THE GOOD SHEPHERD

International Sunday School Lesson for February 21, 1943.

GOLDEN TEXT: "I am the good shepherd; the good shepherd layeth down his life for the sheep."—John 10:11.

(Lesson Text: John 10: 1-5, 11-16, 27-30).

The words of our lesson were spoken by Jesus in Jerusalem while he was attending the Feast of the Dedication. It was immediately following the event of our last lesson, when he healed the man born blind, who was shortly afterwards excommunicated by the Jewish religious leaders because he professed faith in Jesus.

It was probably with this experience fresh in his mind that Jesus used the simile which constitutes our lesson. John's Gospel does not record any of the thirty parables but the present story of the Good Shepherd and that of the True Vine in chapter fifteen are somewhat the same in form and purpose.

With the injustice of the action of the religious leaders, falsely representing the church, Jesus used the analogy of the Good Shepherd in an effort to distinguish between such hypocritical religion and true faith in God which he wanted to instill into men.

In picturing an eastern sheepfold, Jesus used an illustration which could be readily followed by those who heard him, although many of them were not able to make the application behind it.

In these verses Jesus contrasts the care and devotion of the true shepherd with the attitude of a robber. One was actuated by a sincere desire to care for the sheep who followed him while the other was only acting a pretension in order to lure the sheep into disaster.

The latter class represented religious leaders who went through the outward motions of releigion without the inner feeling. These proud and exclusive religious leaders oppressed those who followed them and were mainly solicitous for their own position and comfort.

By way of contrast, Jesus pointed out that the good shepherd cared properly for the sheep in his care and, if necessary, would lay down his life in recognized the intrinsic value of the defense of the sheep. Such a shepherd sheep and usually knew the name of each. In event of danger from robbers or wolves he would be their natural protector. In every way the true shepherd sought the welfare of the sheep.

This illustration was meant to picture the solicitude of God for his children. As Charles Kingsley asked, "Is it not wonderful news that God should care for men; should lead them, guide them, feed them, condescend to call himself their shepherd? But what a wider, deeper, nobler more wonderful blessing that the shepherd should give his life for his people?"

Later on in his talk Jesus likened himself to the door of the sheepfold. As W. L. Watkinson points out, many have been offended by Christianity's ecclesiastical door, having come to Jesus through some inconsistent or hypocritical Christian or through a church lacking in Christian sympathy and devotion. Others have entered through the dogmatic statements and doctrines of church councils and theologians. Those have been discouraged and repelled at times but if any man enters through the door of the character of Jesus, there is no danger of disappointment or offense.

"The purpose of Jesus' coming was to give life," says Joseph Fort Newton, "and to give it abundantly. Jesus never once used the word 'religion,' as far as we have record, but always the word 'life' instead. With him whatever makes for a deeper, purer, truer, more radiant life is religious; whatever dwarfs, retards, or pollutes life is irreligious. With him religion did not consist in a few acts, such as prayer, worship, and solemn ritual words, but in the spirit, the faith, the motive and gesture with which we do everything; and today we are rediscovering his insight. Religion is a power by which to live the day through more deeply, more bravely, more fruitfully. Religion is no longer a thing apart from life; it is life itself at its best—the life of God in the soul of man."

LAND PREPARATION IS NEEDED FOR KUDZU

Farmers who have been most successful in establishing kudzu have found that thorough land preparation well in advance of planting helped to get good stands, says C. H. King, assistant conservationist of the Brown Creek soil conservation district.

Land prepared in the fall or early winter was well settled when the plants were set out, an important factor in getting good results with this fast-growing plant.

In preparing land the conservationist recommends plowing deep furrows 25 feet apart and applying one or two tons of manure and two-hundred pounds of superphosphate per acre in the furrows. Then throw additional furrows to the row to form a broad, flat bed, approximately ten feet wide, and allow to settle until planting time.

If the beds have not settled sufficiently by then, it will be necessary to harrow, roll, or otherwise firm the ground to produce a firm bed. Plants set out in loose, fresh soil, often dry out and die.

With an ever increasing emphasis on the production of feed crops, the demand for kudzu planting stock by Union county farmers is expected to exceed that of any previous year. Added to that is the possibility that the supply of plants may be limited. For these reasons, Mr. King says, it is important to take every precaution to see that plants set out this winter survive.

O. S. Howey, R1, Waxhaw, got an excellent stand of kudzu last spring as a resuplt of carefully preparing his land for planting last winter.

Radio amateurs have been asked to sell their short-wave communication equipment to the army signal corps.

PLANE TALK

by the Observer

So prodigious is the rate of expansion of the aircraft manufacturing companies, they are exhausting the available supply of manpower and, to keep the record straight, woman-power. However, under our highly organized mass production system there really isn't a great deal to worry about.

One company, which builds the huge, Liberator, long-range bomber, and the Coronado and Catalina patrol boats, is using a finely integrated and skillfully conceived system of sub-contracting which is expanding daily.

At present, 40 percent of the Liberator and 50 percent of each Coronado and Catalina is being fabricated far from over-crowded San Diego, California. More than 2100 sub-contractors are making parts which range from phenolic plastic control knobs to whole wing center section sub-assemblies.

Advantages of this system are manifold.

First, as a part is turned over to a sub-contractor, the space used in the main plant is cleared out, to be utilized by other expanded departments.

Second, the man-power problem probably isn't as acute in the city where he operates.

Third, workers in the main plant are released to be absorbed by other production departments.

Last, but certainly not least, the Japs and the Nazis would be extremely hard put to destroy an aircraft manufacturing operation which is scattered throughout the United States!

* * * *

QUICK TRAINING:

Speaking of woman-power, the same company is now employing more and more. Of personnel at the beginning of 1942, less than 6 percent was comprised of women. Today, 40-percent of the employes are women.

"And by the end of the year," says a prominent employment executive at the plant, "50 percent will be women."

Real reason for the success of the feminine work is that management has carefully broken down big, complicated operations which would require the skill of a craftsman to very small operations.

"These small operations," says Harry Woodhead, president of the company, "can be learned in practically no time at all, *and a woman can become a skilled operator in six weeks—maybe less.*"

* * * *

LITTLE PLANES LOOM LARGE

"Somewhere" in the southeast portion of the U. S. the Army Air Force is testing light planes in a series of manouevers that may have a far-reaching effect on battle tactics in the remote areas of places like North Africa. These diminutive Pipers, Aeroncas and Stinson "Flying Jeeps" at present perform liaison tasks. If the tests work out they will do much more than that . . in far greater numbers.

* * * *

THE COLONEL REPORTS:

Lt. Colonel Carl Norcross, an old friend of The Observer, brings some heartening news back with him from England, where he served as a member of the staff of the Eighth Air Force.

Says Carl: "Going into action without previous battle experience against the veterans of the Luftwaffe, crews of Army Air Forces bombardment airplanes in the European theater are maintaining an overwhelming rate of aerial victories.

"During 23 consecutive missions flown by the United States bomber crews over enemy-occupied Europe, they shot down 104 German aircraft in aerial combat, probably destroyed 108 and damaged 117. Our losses during these actions were 18 airplanes," Colonel Norcross adds, in a report to the War Department.

"Of the 18 American planes lost, 13 were shot down by enemy fighters and five by anti-aircraft gunfire.

"The officers and men of the bomber crews became pretty cocky after those initial raids. They have very great confidence in their airplanes.

"After the first five missions by Liberator (B-24's) and the Flying Fortress (B-17's), the Germans changed air marshals in the occupied area affected and also sent in the crack 'Yellow Nose' fighter groups which were rated as the best in the Luftwaffe, with orders to stop the American bombers.

"It was not until repeated missions had been carried out that they succeeded in shooting down a B-17 and then only after the crack German fighter pilots had made an almost suicidal nose-on attack and damaged one of the American ships. Then they concentrated on the damaged bomber and finally brought it down," says the Colonel.

EXPLAINS HANDLING OF SOLDIERS' MAIL

Postmaster Says Increasing Complaints Indicate Misunderstanding.

An increasing number of complaints received by the Monroe post office relative to lost mail and delayed deliveries of mail destined for members of the armed forces indicates widespread misunderstanding on the part of the public as to the handling of such mail, Sam Lee, acting postmaster, stated today.

The difficulties encountered in the delivery of servicemen's mail are numerous, Mr. Lee pointed out, but the postal authorities as well as the army and navy are doing an outstanding job by keeping the record as it is. The complaints are far fewerf than in World War I despite the larger volume and the greater dispersal of troops in the present conflict.

But all the complaints should not be laid on the doorstep of the Post Office repartment, Mr. Lee cautioned. Its jurisdiction does not extend, in the case of soldier and sailor mail, from acceptance to delivery.

Mail for members of the armed forces is delivered by the postal service to army and navy authorities at post offices convenient to camps located in this country or to ports of embarkation when addressed to servicemen overseas. The postal service has no further jurisdiction over the mail, and from then on the responsibility for its delivery lies entirely with th army or navy. The same applies for the reverse procedure. Soldiers, saoliors, or marines sending mail back home place it in the hands of the military who act as custodian until it is turned ocer to postal authorities.

Delays are caused by a number of factors, sometimes by a combination of two or more. The mail shipment may be temporarily postponed in place of urgently needed arms, food, and military personnel. In some cases there simply isn't room on the boat or plane for any mail. It might be that the mail would be held up because o rfthe time consumed in the formation of a convoy. Then again, transfers of tops add to the time required for mail to catch up with them. Censorship, not handled by the post office, also accounts for some delay.

As far as lost mail is concerned, the major portion can be directly and accurately contributed to ship sinkings by enemy action.

Some of the persons registering complaints point to the more rapid service from the me noverseas to the folks here at home, the postmaster said. The answer ti that is the fact that theer is less mail, and almost no packages. In addition, there is much more room on ships and planes on return trips and addresses here at home are far more stable than that of the military personnel.

A partial answer to the problem is the increased use of V-mail. The army and navy, handling the mail once it reaches a port of embarkation destined for me noverseas, give priority to this type of mail because of the little space it requires.

Pines

C. B. Keller of Oxford, Route 4, planted 97,000 pines in 1942 and has already received 25,000 more to be planted this year, reports W. B. Jones, assistant farm agent of Granville county.

Gardens

Great Falls, Mont.—When Mrs. Wallace Olson opened her oven door to put in a roast, a sparrow hopped out, ruffled its feathers and flew out the dack door.

Baby Snooks (Fanny Brice) has been adopted as a mascot" by the United States submarine Snook. Autographed pictures and cartoons of Snooks hang in the ship's ward-room.

LOOK....
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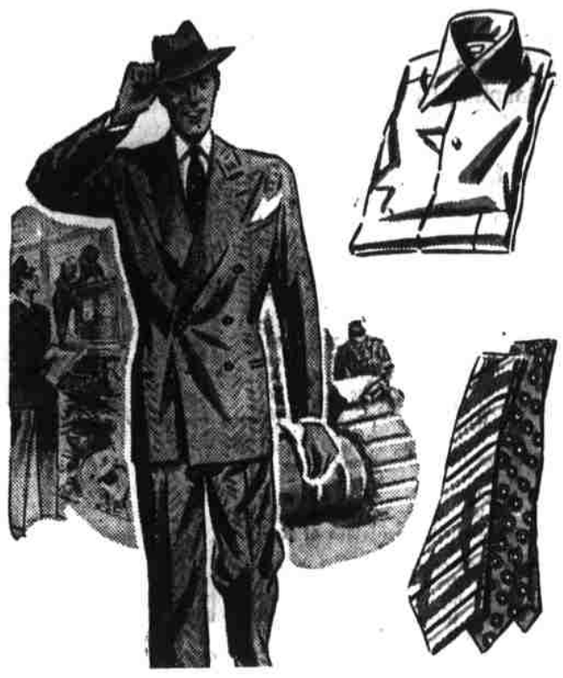

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WAXHAW ROUTE 2 NEWS

(Gold Dust Twins)

Miss Dorothy Yost of Charlote, spent Sunday with her parent, Fred Yost.

Mrs. Neil McCain of Waxhaw, is visiting her parents, Mr. and Mrs. Houston McManus.

We are sorry to report that Letha Almetta Carter is sick. We wish for her a speedy recovery.

We are sorry to report that Mr. and Mrs. Earl Helms and children have moved from our community.

Mrs. Aires Kiser and children, Mary Ellen and Joyce Dean visited Mr. and Mrs. Jerry Laney the past week-end.

Coan-Hancock

Coming as a surprise to their many friends was the marriage of Juanita Hancock and Buss Coan Monday, Februarb 8, 1943. Mrs. Coan's is the daughter of Mr. and Mrs. Tillman Hancock. Mr. Coan is the son of Mr. and Mrs. Callie Coan of Waxhaw. He is stationed in the army in the State of Pennsylcania. We wish for them much success and happiness in life.

Hancock-Crowe

Coming as a surprise to their many friends was the marriage of Miss Mable Crowe and Johnnie Hancock. Mrs. Hancock is the daughter of Bob Crowe and she holds a position in Fort Mill, S. C.

Mr. Hancock is the son of John Hancock and he holds a position in Monroe. We wish for them much success and happiness.

H. V. Kaltenborn is to make a flying trip through South America, leaving this country February 19.

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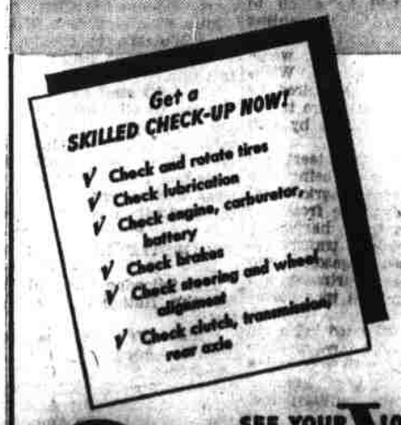

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