

NCEA Holds Dinner Meeting Thursday

The Murphy City Unit of the North Carolina Education Association held a dinner meeting at the Henry House on Thursday evening, February 25th.

President, Mrs. Robert S. Bault, presided over the business session and heard committee reports. The following officers were elected for the coming year: President, Miss Leila Hayes; Vice - President, Mr. Felix Palmer; Secretary, Mrs. Martha Hatchett; Treasurer, Mr. Randall Shields.

Incoming officers were named delegates to the State Meeting of N.C.E.A. in Asheville, Holland

Poland To Build 122 Vessels

WARSAW, Poland (AP)—Poland will build 122 ocean-going vessels totaling 830,000 tons for the Soviet Union by 1965, the official news agency reports. They will include cargo vessels, tankers, timber transports, fishing boats, and fishing factory vessels.

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Everybody Says Brand X Not The Best

By BEN PHLEGAR
AP Automotive Writer

DETROIT (AP)—An auto dealer is always happy when he sells you a car and he's apt to be even happier if he has persuaded you to trade in "Brand X for his particular make.

These are called conquest sales and for years they've been highly prized in the trade.

Now one of the biggest selling makes in effect is telling its dealers "conquest sales are fine. Keep it up. But let's give some thought to our own owners."

This is the essence of the new owner relations program which Chevrolet started last fall under its new general sales manager, K. E. (Gene) Staley.

Staley set up an owner relations department headed by Mack W. Worden, who had been national business manager for Chevrolet. You'd have to go a long way to find two more enthusiastic men.

"This is not a complaint department," Staley declares emphatically. "We've already got one of those. This department's job is to keep our old customers happy from the day they first enter a dealer's showroom through the life of the car."

Chevrolet says it has more than 16 million cars and trucks on the road, several million more than anybody else. Thus it is a prime target for dealers of other makes who are looking for new business.

Staley and Worden organized a series of what they called forward development boards, informal seminars between selected dealers and Chevrolet sales officials to thresh out problems in some particular field, such as service.

Worden is setting up a panel of Chevrolet owners chosen at random. Each is asked to serve as an owner-counselor, "one who would feel free at any time to advise us of your opinion about any phase of Chevrolet's current products, its services, or needs of owners, which Chevrolet should consider in future product planning."

With the start of the 1960 model year every 20th buyer of a Corvair and every 30th buyer of a standard Chevrolet received a comprehensive booklet to fill out about their reactions to the car, to the dealer, to service practices and to their car shopping methods.

Starting in March Worden plans to hold a series of informal luncheons where selected owners will be invited to make suggestions, contribute ideas, air their gripes.

"So often," said Worden, "it's the little things that bother the owners and they put up their guard. Maybe it's just the attitude of a telephone operator at the dealer's."

One suggestion made to dealers is to consider operating their service departments on two shifts. "Why should our owners be served orphans after 6 p.m.?" asks Staley.

Dealers also have been reminded of the importance of treating new owners properly when they take delivery of their cars, to make sure they are familiar with all the controls and accessories.



These are the Li'l Tigers of Korea—a remarkable group of newsboys selling the newspaper "Pacific Stars and Stripes" to the U.S. Army in Korea—from the Port of Pusan to the foxholes on the truce line.

The Li'l Tigers are mostly orphans in their early teens whose parents died of hardship or wounds received during the war. Smartly outfitted by the Pacific News Agency, they help support their home orphanages by selling the paper.

The U.S. Army and the American-Korean Foundation are sponsoring a contest to select the two most efficient Li'l Tigers. The two winners will be sent on a two-week tour of the U.S.

Dr. Howard A. Rusk, chairman of the board of American-Korean Foundation describes the tour of the two Li'l Tigers as typifying President Eisenhower's People-to-People Program. "It is not only heartwarming," Dr. Rusk wrote

Patience Needed In Tree Farming

RALEIGH (AP)—A man who plants trees must be patient and unselfish.

Since it will be 15 to 20 years before the first trees can be cut for sale, he cannot plant for a quick return.

Looking to the final harvest—40 to 50 years after planting—it is unlikely he even plants for himself. His children, or someone else who comes after, will benefit.

Thousands of landowners with this kind of foresight must be found, if timber needs are to be assured for a future of vastly increased population.

In North Carolina last year, some 6,000 of them planted 100 million forest tree seedlings produced in four state nurseries.

If this is repeated this year—as officials expect—half a billion seedlings will have been grown and distributed for planting since the program started in 1947.

That's enough, said Asst. State Forester P. A. Griffiths, to plant half a million acres—figuring 1,000 seedlings to the acre.

Yet, he went on, North Carolina has another million acres which should be planted to trees.

He hopes this can be accomplished by the planting of 100 million trees each year over the next 10 years.

The latest U.S. Forest Service survey and report showed North Carolina's timber is growing faster than it is being cut. For the year 1955, growth added over 871 million cubic feet to the growing stock inventory volume, while 526 million cubic feet were cut.

"We're keeping up," Griffiths agreed. "The replacement is about equal to the drain."

Even so, there is the continuing problem of declining timber quality due to early cutting. The survey noted that the state's forests still do not provide enough large-size, high quality timber to meet the demands of sawmills and the furniture industry for clear lumber, face veneer, the structural timbers.

Too many landowners lack the patience to wait until trees reach full maturity. Forestry experts recommended selective cutting, but the owner may accept the higher offer from a sawmill to cut the land clear.

"It's very hard to get them to hold off cutting because of the price," explained Griffiths.

This illustrates the need for proper forestry management, as preached by the 13 district foresters under the Conservation and Development Department's forestry division.

Present growth exceeds present use, but what of the future? Since it takes 40 to 50 years to produce top quality saw timber, the trees must be growing now to supply the needs for the year 2000.

Based on estimated population increases, maintaining present rates of wood use per person would demand a 33 per cent rise in current timber cut by 1975, and a 71 per cent jump by 2000.

North Carolina is a supplier of timber to the nation. Recent figures ranked it fourth as a timber producer.

Depletion of virgin timber reserves.

Little River State Forest Nursery at Goldsboro has loblolly and slash pine.

Holmes Nursery at Penrose is growing balsam fir, a higher elevation tree being promoted for Christmas use.

The nurseries are self-supporting, but non profit-making, with prices pegged to recover the cost of production. For the pines, except for white pine, this means \$3.75 per 1,000. For an extra 50 cents per 1,000, the nursery will deliver them to the landowner.

White pine, a slow grower which is not planted until two or three years old, costs \$5.25 per 1,000 for two-year-old plants; \$6 for three-year-olds. Red cedar brings in \$6.50 per 1,000, while yellow pine costs \$6.

Forestry personnel will give advice on planting methods. They also are available for help in forest management problems.



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AMONG THE SICK

Patients admitted to Providence Hospital: J. E. Farmer, Rt. 3, Murphy; Sam Baker, Murphy; Grover Neuney, Rt. 1, Murphy; Mrs. Nettie Wright, Rt. 4, Murphy; Miss Sarah Breedlove, Rt. 1, Murphy; Mrs. Cordell Radford, Rt. 3, Murphy; Alexander Shook, Young Harris, Ga.; Jay Stroud, Rt. 3, Hayesville; Olen McDonald, Murphy; Mrs. Laura Barker, Rt. 1, Murphy; Mrs. Mary Lou Wueen, Rt. 1, Murphy; William C. Hayes, Rt. 3, Murphy.

Patients admitted to Murphy General Hospital: Mrs. Charles Bates, Unaka; Mrs. Eloise Dilars, Rt. 2, Cluberson; Judson Pinkerton, Rt. 4, Murphy; Ben Dalrymple, Rt. 2, Murphy; Mrs. Martha Fain, Copperhill, Tenn.; Albert Hutson, Blairsville, Ga.; Mrs. Maurine Bryant, Murphy; William H. Taylor, Murphy; Mrs. Jessie Hibberts, Suit and John Owenby, Turtletown, Tenn.

Patients dismissed from Murphy General Hospital: Mrs. John Cearley, Rt. 2, Cluberson.

Sometimes Good Things Happen To The Taxpayers

WASHINGTON (AP)—Good things happen to taxpayers, sometimes. Take the case of the New York Central Railroad.

The Internal Revenue Service concluded some time back that the railroad had overpaid its 1941-44 taxes by more than \$5 1/2 million dollars. As a result, the New York Central got refunds, credits and interest payments totaling more than \$6 million dollars.

This whopping transaction came to light today in a list of big refunds approved in 1958 by the Senate-House Committee on Internal Revenue Taxation. The committee has to approve all refunds of more than \$100,000.

The New York Central item was the biggest on the list. IRS said it could not discuss details of the case because of legal prohibitions against disclosing the affairs of taxpayers.

Many of the listed refunds stemmed from tax court cases. IRS collected what it claimed was due from some taxpayers, then had to settle for less and refund the difference.

In other cases, taxpayers were able to convince the agency that they had paid more than was due.

While corporations accounted for most of the 280 big refunds in the tabulation for the 12 months which ended June 30, 1958, some went to individuals.

New York gambler Frank Ericson and his wife, for instance, got

credits, refunds and interest payments totaling \$2,230,775. This resulted from settlement of a tax court case. The settlement was disclosed at the time.

In addition to the New York Central, nine corporations got refunds, credits, abatements and interest payments of more than three million dollars each.

The companies, and the amounts, were: Westinghouse Electric Corp., Pittsburgh, \$3,045,739; General Dynamics Corp., San Diego, Calif., \$7,799,284; Beech Aircraft Corp., Wichita, Kan., \$7,390,295; C.N.I. Liquidating Co. (formerly Clinton Foods), St. Louis, \$5,192,046.

Celanese Corp., New York City, \$4,815,533; Seatrains Lines, New York City, \$4,590,360; Barber Oil Corp., New York City, \$3,812,845; Motor Products Corp., Detroit, \$3,431,242; and Standard Oil Co. (New Jersey), New York City, \$3,395,273.

A pictorial display of the era, 1750 through the early 1800's shows a "milestone" from the old Boston Post Road telling the distance to New York and has a picture of a mail sack used by Benjamin Franklin.

In display cases are pen holders, quills, actually early letters and other products and tools used in Colonial Days.

In a section of the Museum the development of river transportation for movement of the U. S. Mails is portrayed. Included in a handsome model of an 1850 Mississippi steamboat, with the typical "U. S. Mail" printed on the side near the paddlewheel—signifying it was one of many mail carrying ships of the period.

The story of the Overland Express Stages and the Pony Express is shown on panels. Adjacent to the panels are a strong box, a Pony Express "mochilla" (a leather saddle cover with mail containers) and scores of other articles used by postal pioneers to help win the west.

The Pony Express era—April 3, 1860—October, 1861—opened a notable Century of progress in the American Postal Service and electrified the Nation by carrying letters 2,000 miles across the trackless American wilderness in ten days time.

Following the Pony Express, the Exhibition shows the advent of Railway Mail Service, followed by a view of the first official test of a railroad post office car in 1864.

Later advancements of the "Iron Horse" and the role it played in speeding mail services are also related through pictures and artifacts.

The birth of Rural Free Delivery in 1898, a major set in rendering postal service to over 22,000 families living in sparsely populated areas of the Nation, is a feature of the Museum. At present, 8,109,231 families are receiving rural service.

The development of airmail starting in 1918 when mail was

First Postal Museum Opened

The Nation's first permanent Postal History Museum—vividly portraying American postal development from Colonial days to the present—was officially opened today (Tuesday, Feb. 23, 1960).

The Postal History Museum, located at the Post Office Department Building at 12th and Pennsylvania Avenue, N. W., will be open to the public permanently without charge.

The Museum portrays the progress of the United States Post Office from the early post riders of several centuries ago to the recent experiment with Missile Mail.

The visitor first sees a Wells Fargo stage coach model, one coaches which carried the mails between the remote western settlements in the latter half of the 19th century. In 1858, for example, the first transcontinental stage line—"Butterfield Overland Mail Co."—ran from Tipton, Missouri to San Francisco, California on a twenty-five day schedule. Some of the early stage lines were in existence as late as 1913.

The Wells Fargo model, used by Col. William "Buffalo Bill" Cody, one of the original Pony Express riders, in his Wild West Show, sets the scene for a tour through a chronological historic display of panels and cases depicting more than a century and a half of American Postal Service.

A Colonial postmaster's desk used to sort and dispatch mail in the early period of American history is of interest. It is significant that the pigeonhole case used for sorting letters then is basically the same as currently used in all post offices until recently when modern mechanized letter sorters were introduced as part of the Department's mechanization program.

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BUENOS AIRES (AP)—An executive committee has set Nov. 18-25, 1961, in New Delhi, India, for the Third World assembly of the World Council of Churches, with the theme "Jesus Christ—The Light of the World." Previous assemblies were in Amsterdam in 1948, and in Evanston, Ill., in 1954.

Birds nests are sometimes found in Hawaii made from threads of spun volcano grass which birds pluck from droplets of lava.

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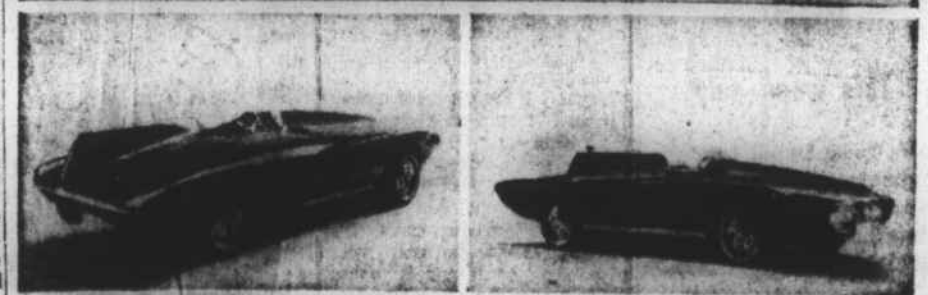
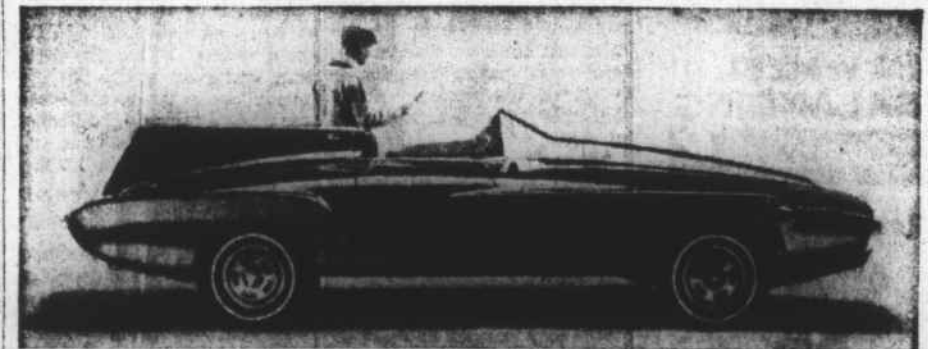
W. D. TOWNSON

TOWNSON FUNERAL HOME
PEACHTREE STREET
MURPHY, N. C.



SUCCESSFUL

An Air Force MACE tactical surface-to-surface missile floats earthward after a successful flight at the Holloman Air Force Base in New Mexico. A similar MACE recently set a record for this model weapon by completing its fourth successful recovery flight. A parachute recovery kit carried in place of a warhead permits the re-use of the missile.



Newest idea on four wheels—The Plymouth XNR, latest of America's "idea cars," features an entirely new departure in automobile styling, when viewed from any angle. A single fin, in the form of a graduated plane, runs the length of the car. It is off-center to concentrate styling around the driver of this low, lean roadster. Frame for the front grille and the artistically modern "X" in the rear are actually the bumpers. Car was hand built in Italy to Plymouth specifications.