

BLACK MTN. SCHOOL NEWS

The Parent-Teachers Association sponsored a Halloween Carnival in the grammar school, Wednesday afternoon Oct. 31. Candy has been sold to raise money for the carnival. Cake walks, games, fortunes, and other activities were enjoyed by the students.

An Honor Roll will be published shortly from the High School and the Grammar and Primary grades. This Honor Roll will consist of those students who have an average of 90 or above for the first six weeks of this school year.

Basketball looms up in a big way these days. When football season is closed basketball will become the sport. So many students have signed up for the team that the squad has been divided into two groups. Group A is students from the 10th and 11th grades. Group B is made up of students from the 9th grade. Lt. Paylor of Moore General Hospital is assisting in the coaching of practice games.

Lt. Commander Green talked to the High School assembly Wednesday, Oct. 24 about his experiences as a Japanese war prisoner. He was a prisoner for thirty-two months. He told of the living conditions, food and treatment received by our men while they were prisoners. Everyone showed intense interest in what Lt. Com. Green had to say about his experiences.

Weeta Simmons represented Black Mountain High School on a radio program, Oct. 25, over W.W. N.C. In this program "School News," Miss Simmons told of improvements that have been made in the Black Mountain school.

Burton Lynn Jackson presented a Marinba Virtuoso Concert on Monday, October 29, at the Grammar School Auditorium. This program was well attended and enjoyed by both members of student body and faculty.

Mrs. A. F. Tyson, Jr. has been substituting in home economic department the last two weeks.

Barbara Laster entertained at a party at her home Tuesday, Oct. 23 honoring her brother, Charles, who has just returned from Army services. Many friends of the Laster family attended this event.

The Future Homemakers of America Club of Black Mountain High School meet every Thursday in their club room. They plan to redecorate their department this year.

Each girl in the club is very proud of her new club pin and all that it represents.

HOUSEHOLD HINTS

If no sour milk is on hand when called for in recipe add 2 teaspoons of vinegar to 1 cup of sweet milk. Keep in a warm place or stir over low heat until milk curdles.

When stretching curtains if the first corner falls off before you have the curtain in place, put a cork on each corner. This also insures the corners being nice and square when dry.


When baby has out grown his blankets sew two of the same color together, bind with contrasting embroidery thread. They will last from 6 months to a year longer.

To make a good plant food for house plants dry egg shells, pulverize, soak in water and pour over plants.

When scalding a chicken put a handful of salt in boiling water. You will find this cleans much easier.

To keep bananas from turning dark just dip the slices into lemon orange or grapefruit juice. This may be canned or fresh.

YOUR "SHIP WILL COME IN" Sooner
By the Aid of Newspaper ADVERTISING



NEW 1946 FORD CARS AND TRUCKS UNVEILED

The arrival of the first new 1946 Ford cars was announced today by Mr. J. M. Woodcock of Woodcock Motor Co. They are now on display in company's showrooms at Woodcock Motor Co., Black Mountain, N. C.

"We've never been personally more enthusiastic about a new Ford model," Mr. Woodcock said today. "Without doubt it's the smartest Ford car ever built, and as far as performance is concerned, please note that the 1946 Ford, the first postwar model, contains more engineering advancements and mechanical improvements than were included in any previous year-to-year model. The answer, of course, lies in the four years of stored-up research results, and the advancements which came out of the Ford Motor Company's intensive participation in the manufacture of war products."

Outstanding features of the car are: a more powerful engine, better performance, longer life, improved economy and a better ride.

The new V-8 engine develops 100 horsepower, making it the most powerful Ford in the history of the company. Pre-war Fords were equipped with V-8 engines developing 90 horsepower.

The chief exterior change is a newly designed radiator grille. The louvers are fewer in number and larger. They extend horizontally from fender to fender, enhancing a lower, broader appearance.

Other exterior changes, Mr. Woodcock pointed out include a new hood ornament and a more elaborate rear deck ornamentation. In addition, a complete line of colors will be available in the long-wearing, durable Ford synthetic enamel paints.

Luxury and eye-appeal are accentuated in the interiors. Instrumentation is generally the same, but the styling and color schemes of the instrument panel are new.

Upholstery will be available in mohair or broadcloth of several shades. Imitation wood grain panels have given way to subdued panels that blend into the general interior color scheme.

Durable, eye-appealing art-leather decorates the door panels and interior trim.

The thickness of the spring leaves has been reduced and their number increased.

Shock absorbers have improved oil seals to prevent loss of fluid.

The brakes also have received considerable attention. They are new and require less pedal pressure. They are easier to adjust and feature a floating type shoe that seats itself.

A Lincoln-type hand brake lever has been adopted as standard equipment on all Ford models.

Radiator brackets have been redesigned to provide new radiator cushioning. The hood latch has been changed to a stamping for greater strength.

Other improvements, according to Mr. Woodcock, include the use of self-locking nuts wherever possible to eliminate the necessity for using cotter pins; a fine new tool bag, made from artificial leather, and a new car jack of ratchet type design. The latter replaces the friction type formerly used.

Longer motor life is assured by the new tri-alloy bearings with which all Ford-made automobiles will be equipped. Their use on military vehicles prove they last two and one-half times longer than pre-war cadmium bearings.

Improved cooling has been achieved by the adoption of a new radiator pressure cap that maintains a constant pressure of five pounds inside the radiator. Evaporation is reduced and winter anti-freeze preserved. Ford is first in the low-price field to incorporate this feature in regular production.

Aluminum pistons equipped with four rings will be standard on all models. This, coupled with an improved rear main bearing seal, will effect further economies in oil consumption and prevent loss.

The fuel pump has been improved by adding a sediment bulb that can be easily removed for cleaning.

A newly designed distributor virtually eliminates possibility of motor interference or stoppage resulting from condensation or water seepage. The use of oil repellent and long lasting Neoprene covering for ignition wires has eliminated another troublesome feature of pre-war motoring.

All Ford models will feature oil bath air and oil cleaners as standard equipment, wartime use of these accessories having demonstrated their value in prolonging engine life.

Cylinder block heads for new V-8 engines have been made in inter-changeable, requiring a change in gasket design.

Valve springs are shot-peened and rust-proofed for longer life. The main leaf on each spring is also shot-peened for added strength.

A number of changes have been made in this rugged engine, thousands of which power various military vehicles.

"Like the V-8," Mr. Woodcock pointed out, "the new 6-cylinder engine features aluminum pistons and 4 rings for greater oil economy, the new, improved distributor, oil filter and oil filtered aid cleaner. It also has shot-peened and rust-proofed valve springs and a number of other features incorporated in the larger engine."

The exhaust manifold has been redesigned so that it is removed far enough from the fuel pump to eliminate the possibility of vapor lock.

General engine performance of the Ford 6 has been stepped up by the use of a new, higher lift cam. It develops 90 horsepower at 3300 rpm.

On The Banks of a Rocky Stream

Behold an emblem of our human mind
Crowded with thoughts that need a settled horse,
Yet like to eddying balls of foam
Within this whirlpool, they each other chase
Round and round and neither find
An outlet nor a resting-place!
Stranger, if such disquietude be thine
Fall on thy knees and sue for help divine.

By Fred Shape.

**E. H. CRAIG
PLUMBING and
HEATING**

Black Mountain, N. C.

YOUR BEST FRIEND ON THE HIGHWAY!

Probably the most maligned users of our public highways are the commercial truck drivers—those sturdy, hard working men who, throughout the length and breadth of the land, transport a large portion of all goods shipped.

By day and by night, they wheel their juggernauts over the highways, millions of miles per month so that the rest of us can have the things we need, cheaper and quicker—and to the end that the movement of materials and supplies so essential to our needs, may be speeded to the utmost.

And yet the average motorist if he hasn't thought the thing thru, is inclined to look upon these truck drivers as the bane of his existence—to be sworn at, resented and abused—without regard to the indispensable services that they perform—without thought to the huge taxes paid by truckers for the use of the highways and without realization of the fact that these cross country truck drivers are, as a group, the most experienced and cooperative motorists on the highway.

If given half a chance they will help you to pass in complete safety; they will warn you of danger immediately ahead, and flash you an "all clear" signal when they see the road is safe for you to proceed. But you have to know how to work with them.

These cross country truck drivers have a system of simple and efficient signals—a highway code that they have developed for their safety and convenience, and while this code was designed for their own use, they are always glad to share it with any motorist who is willing to accept it on a cooperative basis.

If you drive up behind a truck on a winding road, or at the approach to a hill, always give him a couple of short "toots" on your horn and then watch what he does.

If he is in the middle of the highway, the first thing he will do is to pull over to the right side of the road—provided it is safe for you to pass. But until he can see

safety ahead for you, he may not do anything. Then you should be patient enough to wait for the "all clear" signal.

Don't forget that he can see the road ahead when you, in your car behind him, cannot.

If he can see sufficiently far ahead to know that you can pass in safety, he may signal you to come on. He may either wave you on with his hand, or flash his rear "outline lights." While this gives you your cue to pull out into the passing lane, it does not relieve you of the responsibility of satisfying yourself that the way is clear.

Never try to thank him by waving your hand. Don't even take your eyes off the road, but as you go by, give him a couple of short friendly "toots" as a "thank you" signal. He'll answer, and both of you will know, as you go on your way, that in each driver there is an understanding of what is meant by "the courtesy of the road."

But if you ever start to pass a truck and see the driver wave his arm up and down, he is frantically warning you to get behind him and stay behind him. There is danger ahead! And it is probably approaching at high speed!

At other times, when you and a truck are passing in opposite directions, he may flash his headlights two or three times to attract your attention, or try to wave you down with his hand or arm.

Don't think him silly. He is trying to tell you something that is extremely important if you will only "listen" and interpret it correctly.

Remember, he has just come over the highway that you are about to travel. He may consider your speed too dangerous for the road immediately ahead, or maybe there has been an accident just around the next curve, and if you don't slow down there'll be another. Or maybe he's just being extra friendly and is trying to tell you, "Look out! Cop ahead!! Take it easy!!!"

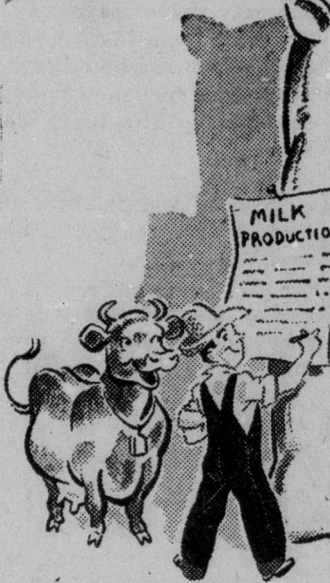
Whatever it may be, it's something for your own good—and make no mistake about it. Better slow down and keep on the alert for the next mile or so.

ANN'S LUNCHEONETTE

HOME COOKED MEALS
A GOOD PLACE TO TAKE
THE FAMILY

Come In! See for Yourself!
CHICKEN DINNERS!
Without Backs, Necks or Wings

These systems of signals are not complicated. They were originated out of friendship of one truck driver for another. They work in a fraternity where safe and efficient driving means much, and they are willing and glad to extend the benefits and courtesies of their



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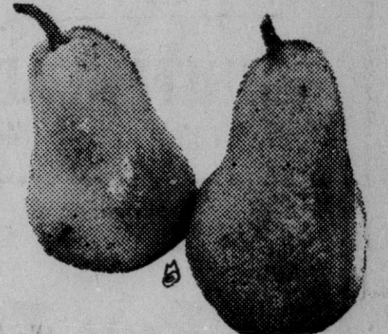
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