

MARINE SERVICE SEEKING PERMIT

The Wrightsville Marine Sales and Service, Inc., of Wrightsville Sound, has made application for a permit to dredge 3,000 cubic yards of material from two areas in the vicinity of their wharf and marine railway, it was announced yesterday by Col. G. W. Gillette, Wilmington district engineer.

The site of the proposed dredging is on the east side of the Inland Waterway, about 500 feet south of the highway bridge at Wrightsville Sound. The dredged material would be deposited above high water in an area south of the marine railway, on property owned or controlled by the firm.

Plans of the proposed work may be seen at the U. S. Engineers' office in the Customhouse and in the lobbies of the Wrightsville Beach and Wrightsville Sound Postoffices. Objections will be received by the Engineers office until January 26.

"HOBBY-LOBBYIST" ATTENDS CEREMONY IN FULL REGALIA

RICHMOND, Va., Jan. 16.—(U.P.)—Everybody wanted to get into the "act" here today, including a 77-year-old Cherokee Indian from Oklahoma, who attended the Virginia inaugural ceremonies as a would-be "hobby-lobbyist".

Beade, buckskinned and befeathered, the highly costumed "Chief Rising Sun" sat in a reserved section during the inauguration of Gov. William Tuck, Lieutenant-Governor Preston Collins and Attorney General A. P. Staples. Later he explained he was in Virginia to become a "hobby-lobbyist"—a crusader for the prevention of juvenile delinquency.

The chief, whose legal name is Dr. Alzamon Ira Lucas, said his goal was to get the legislature to pass a bill for the appointment of a commission to study youthful indiscretions in the state and establish a "life guidance bureau". In turn, he said he would offer his services as an advisor.

Chief Rising Sun pointed out that his work, which began some 55 years ago, mostly has been concentrated in the west, but added that he now wanted to do for Virginia what Pocahontas has done for John Smith.

POLICE ARMED
BERLIN, Jan. 16.—(U.P.)—Allied occupation authorities today began arming Berlin's German police with guns under the limited rearming program adopted to combat the crime wave. Only pistols, revolvers and truncheons were issued. No completely automatic weapons are allowed and all police guns must have been manufactured outside Germany.

Ras Tanura and Dhadrn, Saudi Arabia, bowlers proposed to apply for membership in the American Bowling Congress after resurfacing their alleys with 20 gallons of shellac.

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Relax in a hot, sudsy Resinol Soap foot bath. Then relieve dry, itching, burning skin with soothing Resinol. Begin today this helpful foot care.

RESINOL OINTMENT AND SOAP

Hot Stove League

(Continued from Page Nine)

ideal boat jockey weighs in at 130 pounds, has an excellent sense of timing and coordination and isn't afraid to "jam" with other drivers on turns, one of the most important parts of a race.

Sport Leaders
Outboard racing became popular here under the impetus of the Pickards, James S. King and Rod King and Julius Herbst, all of Wilmington.

Herbst built the first step hydroplane for outboard power in the U. S. and from the first, his models were in great demand by enthusiasts and set many records. Of sound design, the Herbst boats got the outboard motor out of the putput class, not only locally but nationally.

There are many, of course, who deplore this advance, even to the extent of not recognizing it as an advance at all. Certainly the noise that a "hot" motor makes without muffler, is enough to waken the dead... but a number of improvements to the motors, which performed trojan work, particularly for the SeaBees, during the war, have come through the tinkering of some "speed ball" who spent long hours altering the innards of his motor.

Strangely, though expensive, it isn't a rich man's sport, this outboard racing. Most of the drivers and owners are men, yes and a scattering of women, who have to make sacrifices to buy parts, who must watch finances carefully to insure the baby and the motor both getting food in the one case and fuel in the other.

Dynax, a DuPont product, is the most popular racing fuel with the outboarders. With a castor oil base, responsible for the odor you may have noticed where the water bugs are tuning up, the highly volatile fuel is valued for the extra "kick" it puts in motors... maybe only one mile an hour, but that's all it takes to break records.

The Carolina Outboard Association, the governing body for races in this vicinity, has carried on the sport in the years preceding the war, and races at Wrightsville Beach and in the Cape Fear, have attracted thousands of spectators. Plans are being laid now for resuming racing activity in this section.

Just to wind up this recollection, I'd like to tell a story on Wilmingtonian Julius Herbst, in true "Hot Stove League" style. During the 1928 regatta, Julius, an experienced and proficient racing driver of national reputation, was leading the field in a hydroplane race by a good 100 yds. With only a couple of blocks to go and figuring he had the race cinched, he stood up in his fragile and unstable craft, which promptly sheared a pin, severing the connection between the power head and the propeller. While there is no official record of Herbst's remarks as he watched contestant after contestant pass him idle in the water, some observers to this day claim there was steam rising from the surface of the Cape Fear around the motionless racing shell.

WILD GEESSE PAY PENALTY
ROCHESTER, Ind.—(U.P.)—Wild geese have declared open season on man in northern Indiana. Farmer Merle Zellars reports that twice within a period of a week suicidal wild geese flew through the window of his truck, bruising his arm and breaking their necks.

NEW CAR PRICES UP 1.8 PER CENT

WASHINGTON, Jan. 16.—(U.P.)—Retail prices for new Plymouth, Dodge, De Sota and Chrysler autos will average about 1.8 per cent above prices for 1942 models, plus additions for engineering changes.

The OPA announced this today and also fixed retail ceilings for four additional models of Fords. These average two per cent higher than 1942 prices, plus from \$18.10 to \$47.29 for engineering modifications.

The increase for 1946 Plymouths is "around one per cent," OPA said, plus \$70 to \$121 for engineering improvements; for Dodge cars the increase is 3.5 per cent, with from \$59 to \$68 for engineering improvements; for De Sota cars the increase is 1.8 per cent, plus \$59 to \$66, while for Chryslers the price is up "less than one-half of one per cent," plus \$90 to \$104.

Increases for Ford models priced today are about the same as those announced last November for other Ford models.

In line with the pricing policy for all new cars, dealers' discount margins will be trimmed two and one-half percentage points. This is to prevent the full amount of increases granted to manufacturers from being passed on to the public.

Here are the new retail ceilings—exclusive of federal tax, transportation and preparation and handling charges—as compared with 1942 prices:

Plymouth De Luxe—four door sedan, \$999 as compared with \$882; two-door sedan, \$949 and \$843; three-passenger coupe, \$912 and \$805; club coupe, \$990 and \$878. Plymouth Special De Luxe—four door sedan, \$1013 and \$928; two-door sedan, \$973 and \$888; three-passenger coupe, \$939 and \$848; club coupe, \$1015 and \$921.

Dodge De Luxe—four-door sedan, \$1086 and \$991; two-door sedan, \$1043 and \$951; three-passenger coupe, \$980 and \$888. Dodge Custom—four-door sedan, \$1145 and \$1041; club coupe, \$1138 and \$1038.

De Sota De Luxe—four-door sedan, \$1168 and \$1093; two-door sedan, \$1138 and \$1065; three-passenger coupe, \$1060 and \$1000; club coupe, \$1190 and \$1062. De Sota Custom—four-door sedan, \$1229 and \$1142; two-door sedan, \$1203 and \$1132; club coupe, \$1219 and \$1132.

Chrysler Royal—four-door sedan, \$1264 and \$1167; two-door sedan, \$1236 and \$1144; three-passenger coupe, \$1142 and \$1065; club coupe, \$1261 and \$1158. Chrysler Windsor—four-door sedan, \$1352 and \$1244; two-door sedan, \$1301 and \$1209; three-passenger coupe, \$1204 and \$1129; club coupe, \$1316 and \$1217. Ford De Luxe eight-cylinder—chassis with open or closed end, \$676 and \$633. Ford super de luxe eight cylinder—convertible coupe, \$1124 and \$1083; station wagon, \$1170 and \$1118; chassis with open or closed front end, \$744 and \$688.

OPA announced these net wholesale ceiling prices for the Chrysler-built cars:

Plymouth De Luxe, four-door sedan, \$802.13; two-door sedan, \$761.86; three-passenger coupe, \$731.35; club coupe, \$793.70. Plymouth Special De Luxe—four-door sedan, \$813.47; two-door sedan, \$781.79; three-passenger coupe, \$753.98; club coupe, \$814.08. Dodge De Luxe—four-door sedan, \$851.20; two-door sedan, \$817.56; three-passenger coupe, \$787.89. Dodge Custom—four-door sedan, \$897.50; club coupe, \$890.42.

WILMINGTON MAN ON BOARD RESCUE SHIP IN ATLANTIC

Seaman 1-c Edward S. Lamb, son of Mr. and Mrs. J. L. Lamb of Winter Park, is a member of the crew on board the U. S. Paute which went to the aid of the transport Henry Baldwin, a stricken troopship 300 miles south of Cape Race, Newfoundland. The Cutter Modoc also answered the distress call to aid the ship.

According to Lamb's father, the Paute left Boston December 12, 1945, enroute to Iceland and reaching there on January 9. It was on the return trip that the Paute was diverted to the Baldwin.

A graduate of New Hanover high school, Lamb attended State College in 1943-44 and entered the service June 23, 1944. After taking boot training at Camp Peary, Va., Lamb was stationed at Bainbridge, Md., and later went to Miami, Fla., where he was assigned to the U. S. S. Paute.

BUTANE GROUP MEETS IN CITY

The Southern Butane corporation held its first meeting last night since its inauguration in 1943 at the Famous Club at which time the speakers and representatives of companies essential to the local organization were present.

Dean Chevington, Savannah, Ga., who is a Butane expert, and who has been instrumental in securing tanks for the local company, which is headed by Frank Bullard, spoke at the meeting.

Chevington, stressed the rapid growth of the company and pointed out that 220,000 gallons of the gas were sold in 1922 as compared with seven hundred millions of gallons in 1945.

K. C. Waldo of the Cumberland Gasoline Company, Huntington, W. Va., who has supplied a large portion of the Butane gas used in this vicinity, said: "The gas has found its proper use in outlying districts."

Walter Beckley, Tampa Fla., who is affiliated with the American Tank and Welding company, suppliers of underground tanks, stressed the importance of checking tanks before they are installed.

The meeting was attended by: Tom Sugart, Sec.-Treas. F. I. Walker, area manager of Lumbermen, R. L. Julian, Ernest W. Wright, Charles Taylor, E. H. McLellan, R. L. Putney, L. H. Powell, W. A. Patterson, W. P. Turner, E. S. Ellington, P. K. Hampton, L. E. Creech, Frank Chapman, G. E. Burner, B. H. Benton, H. E. Whitman, John V. Murray, A. B. Bullard and W. E. Farris.

De Sota De Luxe—four-door sedan, \$915.11; two-door sedan, \$882.04; three-passenger coupe, \$830.59; club coupe, \$909.05. De Sota Custom—four-door sedan, \$962.92; two-door sedan, \$942.36; club coupe, \$955.23.

Chrysler Royal—four-door sedan, \$983.23; two-door sedan, \$961.45; three-passenger coupe, \$888.61; club coupe, \$981.14. Chrysler Windsor—four-door sedan, \$1052.34; two-door sedan, \$1012.55; three-passenger coupe, \$936.31; club coupe, \$1024.44.

OPA also announced that the ceiling price for Ford cars sold on a "knock down" basis for export is the factory net wholesale price, FOB, Dearborn, Mich., less amounts ranging from \$46.97 to \$115.89, according to model. For Mercury cars sold on this basis, the ceiling is the factory wholesale price, less amounts ranging from \$62.67 to \$122.09.

In another action, OPA authorized the Ford Motor Co. to sell cars to fleet owners at the retail ceiling price, less 90 per cent of the discount customarily given to such buyers on Jan. 1, 1941.

PERMITS TOTAL \$11,286 HERE

Building, repair and installation permits totaling \$11,286 were issued by the offices of Gilbert F. Morton, city building inspector yesterday.

A permit was issued for installation of an air conditioning unit in the building at 416 North Front street which is the home of the Loyal Order of Moose. The project will cost approximately \$8,276.

The three-story structure houses a billiard parlor on the ground floor, three big rooms on the second floor, which serve as club rooms for the Loyal Order of Moose and the lodge hall which takes up the entire third floor.

George Potter, governor of the lodge said last night the estimated cost of air conditioning does not include facilities for heating the building, or an extra building addition which will have to be made to contain the air conditioning unit.

Potter said the heating facilities are to be installed soon. He said the lodge plans the installation of tile baths and rest room facilities at the club. He explained that an extensive interior redecorating job has been completed.

Other permits issued yesterday include alterations, installation of new plumbing fixtures and minor repairs to a building owned by A. W. Zgone at 1804 South Third street, at a cost of \$1,500; a chicken house and storage space at 1505 South Fourth street. The building is owned by

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ed by H. S. King and will cost \$150. Permit for additions to the house at 217 North 10th street owned by Thomas Lucas. The cost is estimated at \$800. Installation of a boiler room at 511 Central Boulevard to cost \$560.

WHAT CAUSES EPILEPSY?
A booklet containing the opinions of famous doctors on this interesting subject will be sent FREE, while they last, to any reader writing to the Educational Division, 535 Fifth Ave., New York, N.Y., Dept. A-919

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THIRTY-FOURTH ANNUAL MEETING
of the shareholders of the Carolina Building and Loan Association will be held at the office of the Secretary, 201 Princess Street, Tuesday, January 22nd, 1946, at 3:30 P. M., for the purpose of considering the annual reports of officers, the election of directors, and for the consideration of any other matters pertaining to the affairs of the Association.
W. A. FONVIELLE,
Secretary.

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