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AGENTS WANTED NOW
MAKE EXTRA MONEY during your spare time as agent for North Carolina's oldest and fastest selling newspaper. For full details, write Carolina Times, 436 E. Pettigrew St., Durham, N. C.

Fight Can Be Just a Part Of the Job

DES MOINES, Iowa
 A fist fight with fellow employees can be all in a day's work, according to the Iowa Industrial Commission.
 The commission has awarded workmen's compensation to Clarence Diggs, who suffered a broken jaw and the loss of five teeth in a packinghouse brawl.
 Commissioner Harry W. Dahl ruled that Diggs did not willfully intend to injure himself and that the fight, over some name-calling by fellow workers, occurred in the course of Diggs' employment.
 Diggs collected \$57 a week for two weeks and \$612 in hospital and doctor bills.

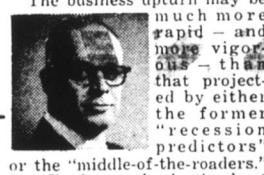
AGENTS WANTED in every city and town in North Carolina to sell the Carolina Times. For information on how you can earn money during your spare time, write: Circulation Manager, The Carolina Times, 436 E. Pettigrew Street, Durham, N. C.

TAXI DRIVERS WANTED IMMEDIATELY apply in person
 Carolina Cab Company
 411 West Franklin Street
 Chapel Hill, N. C.

WALL STREET Notebook

BY ROBERT B. JOHNSON, Research Director
 PAINE, WEBBER, JACKSON & CURTIS

Now 'til Christmas
 The minislump is over and economists are asking themselves, what now: Business boom or minor recovery? All indications I've observed seem to justify a bullish outlook for the remainder of 1967 and into 1968.



The business upturn may be much more rapid—and more vigorous—than that projected by either the former "recession predictors" or the "middle-of-the-roads." But I'm less enthusiastic about the prospects for profits.
 The economic recovery has been stimulated, in large measure, by a substantial increase in consumer demand, and this should continue for the balance of the year. Our economy has a tremendous "built-in demand factor" whose potential can have a dramatic effect on the business curve. Significantly, two areas hard hit by consumer reluctance to spend—automobiles and appliances—have recently been the object of strong consumer demand.
 However, despite the increased consumer spending, and resultant business upturn, I see declining production and rising wage costs putting corporate profits in a bind. Their future is primarily dependent on two factors: taxes and labor costs.
 The Administration is expecting such a strong upswing in the economy, an income tax increase has been proposed to

prevent inflation and a return to tight money. I feel that this concern is well taken. But how big an increase and when will it be enacted?
 I predict the increase will probably be higher than a 6% surtax and it may be made effective this year, depending on the momentum of the business upturn. However, enacted too soon, a tax increase could choke off the recovery before it really gets under way.
 Another question that could vitally affect both business and the stock market: Is there to be an auto strike in September? Unfortunately, everything points to it, and its effects on the total economy will be similar to the waves created by tossing a pebble in a puddle.
 Since stock prices traditionally tend to rise or fall in anticipation of individual company earnings, I think investment success will demand the greatest degree of selectivity. Recent market strength probably reflected anticipation of at least a moderate business upturn in the last half of this year. But, I feel that while disappointing full year profits—somewhat below 1966—have probably been discounted, the market may not have discounted a tax increase of more than 6%, a protracted auto strike and escalation of the Vietnam War.

America needs your help.



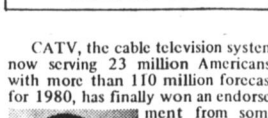
There is a new plan for Americans who want to help their country as they help themselves. Now when you buy U. S. Savings Bonds through Payroll Savings where you work, or through Bond-a-Month where you bank, you are also entitled to purchase the new higher-paying Freedom Shares. They are available on a one-for-one basis with Savings Bonds in four denominations and are redeemable after one year. Sign up soon.

Questions and answers about Freedom Shares.

- Q. What are Freedom Shares?
 A. They are the new U.S. Savings Notes—a companion product to the Series E Savings Bond.
- Q. Who may buy Freedom Shares?
 A. Any individual who purchases Series E Bonds regularly through a formal plan—either Payroll Savings where he works or Bond-a-Month where he banks.
- Q. What is the interest rate on Freedom Shares?
 A. 4.74% compounded semiannually, when held to maturity of 4 1/2 years. The rate is less if redeemed prior to maturity; and they may not be redeemed for at least one year.
- Q. Does this same rate now apply to E Bonds?
 A. No. E Bonds continue to return an average of 4.15% when held to their seven-year maturity.
- Q. What do Freedom Shares cost?
 A. They are issued in face amounts of \$25, \$50, \$75, and \$100. Purchase prices are \$20.25, \$40.50, \$60.75, and \$81.00.
- Q. Can Freedom Shares be bought by themselves?
 A. No. They must be bought in conjunction with E Bonds of the same or larger face amounts.

U.S. Savings Bonds, new Freedom Shares

Broadcast Exec Backs Non-Interference Cable TV



CATV, the cable television system now serving 23 million Americans, with more than 110 million forecast for 1980, has finally won an endorsement from some broadcasters, led by Roger W. Clipp of Pennsylvania.
 The official industry position against the spread of cable transmission is unrealistic, the chief executive of Triangle Stations has warned the National Association of Broadcasters. "CATV is here to stay and can't be wished away," he noted in proposing the establishment of a CATV division within the broadcast group. "It particularly serves viewers in poor reception areas and that number is rapidly being increased by tall buildings and steel construction across our landscape."

Mr. Clipp, one of the first broadcasters to recognize the potential of the cable approach, recently won the Liberty Bell Award of the Television & Radio Advertising Club for "creative foresight and vision." His resolution now has the support of at least one other prominent station owner, Fetzer Broadcasting Co. But most broadcasters fear that transmission centers will assume the function of originating programs, reducing the power currently shared by existing networks and stations.

Mr. Clipp's compromise position—legal prevention of program origination by CATV and of bringing signals across the nation by microwave—is expected to break the back of conservative opposition at the next industry-wide meeting in January.
 The 5,900 existing CATV systems are expected to multiply by one-third annually, reaching 23,692 in 1980. With an average 4,000 homes per system paying \$50 per year, cable TV will be a 1.5 billion dollar business, soon outstripping the television industry itself.
 The Clipp campaign for broadcasters' support rests on the public good, citing improved reception and wider variety of program choice as CATV's basic benefits. He predicts eventual replacement of many local station transmitters by key production centers which will feed the cable systems to large regions.

Litter Train



Keep America Beautiful, Inc., the national anti-litter organization, estimates that litterbugs in 1967 will dump enough trash on U.S. streets, highways and beaches to fill a freight train stretching from Chicago to Houston, a distance of 1,080 miles. The hypothetical train would be made up of 100,000 cars with a total capacity of 20 million cubic yards. Unfortunately, points out KAB, this litter won't end up in freight cars or any other receptacle. It will cost U.S. taxpayers \$500 million to have it picked up. The answer to this staggering tax bill: Don't litter. Carry a litter bag in your car. Stash your trash in litter containers, not on the road.

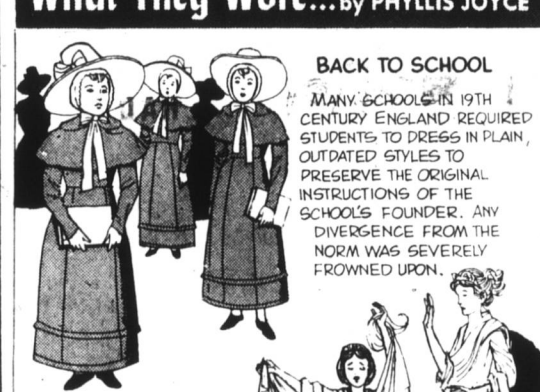
Highway Highlights

COAST-TO-COAST DRIVING WITHOUT A TRAFFIC LIGHT OR STOP SIGN WILL BE POSSIBLE WHEN THE 4,000-MILE INTERSTATE HIGHWAY SYSTEM IS COMPLETED IN 1974.

THE SUPERHIGHWAYS WILL LINK 90 PER CENT OF THE NATION'S MAJOR CITIES. ALREADY, ALMOST 60 PER CENT OF THE TOTAL MILEAGE IS OPEN TO TRAFFIC, AND THE REMAINING 40 PER CENT IS IN PROGRESS.

Highway users are paying the entire cost of the project, now estimated at \$47 billion. State and federal gasoline taxes, which now average 10¢ per gallon, are the major source of revenue.

What They Wore... by PHYLLIS JOYCE



BACK TO SCHOOL
 MANY SCHOOLS IN 19TH CENTURY ENGLAND REQUIRED STUDENTS TO DRESS IN PLAIN, OUTDATED STYLES TO PRESERVE THE ORIGINAL INSTRUCTIONS OF THE SCHOOL'S FOUNDER. ANY DIVERGENCE FROM THE NORM WAS SEVERELY FROWNED UPON.

LEARNING HOW TO PUT ON THE HIMATION WAS AN IMPORTANT PART OF A GIRL'S EDUCATION IN ANCIENT GREECE. ARRANGING IT IN THE GAME DIGNIFIED FOLDS AS HER MOTHER'S WAS OFTEN DIFFICULT.

IN THE EARLY 1800'S THE PINAFORE AS WE KNOW IT TODAY WAS DESIGNED FOR THE PURPOSE OF PROTECTING A GIRL'S DRESS IN THE SCHOOL ROOM.

TODAY... WHEN BUYING WOMEN'S OR CHILDREN'S APPAREL LOOK FOR THIS LABEL THE SYMBOL OF DECENCY, FAIR LABOR STANDARDS AND THE AMERICAN WAY OF LIFE.

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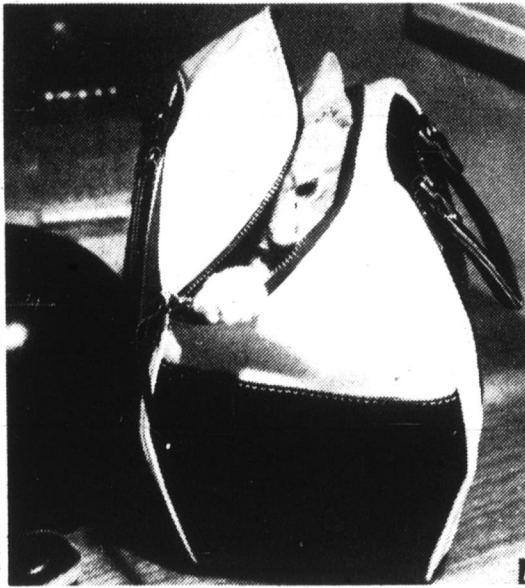
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 and Groups

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Have Cat! Will Travel!



This cat is about to let herself out of the bag—a bowling bag. She'd prefer to be toted in a carrier designed for cats.

NEW YORK (CFN)—Take one cat, add a vacation and the result will be a *purrry* good time for all. That's been the experience of millions of Americans who have taken a trip with Tabby in tow.
 Most cats much prefer traveling to spending days on end in a cage at the local veterinarian's establishment—especially if the shelter also houses barking dogs.
 If puss is to accompany you on a trip, buy a leash, harness and carrying case for your pet. At almost any pet supply shops, you can purchase a luggage-like carrier with air holes. Other models feature a small see-through screen for the cat.
 Planning to travel by car? Then prepare kitty by letting her explore the inside of the automobile several times before you start on your journey. Once on the road, keep your cat in the carrying case or on a collar and leash so that there's no danger of your pet jumping out of an open door or window.

Train trips are particularly pleasant for puss because cats are usually allowed the run of a compartment or roomette, reports the Purina Pet Care Center. In the case of coach reservations, the cat usually rides in her carrying case in the baggage car.
 Aboard planes, cats are usually required to be in a carrying case or kennel and to travel in the pressurized baggage compartment. From the standpoint of saving kitty time in transit, flying is the easiest way for a cat to travel.
 Whether traveling by car, rail or plane, check ahead to determine hotel and motel policies. And be prepared for considerable confusion. Many travel representatives are not prepared to answer questions concerning reservations for a cat.
 If you have a cat, travel with her—and discover that sharing a vacation with your pet can be an altogether rewarding experience.

Flowers

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The Sportsman's Corner

by Ted McCawley, Remington Wild Life Expert

FATHERS AND SONS

In the years between 8 and 14, when so many boys begin drifting away from their fathers, there's no better sport than hunting—an area where Dad is the "old pro"—for bridging the gap between the generations.

Hunting is a part of every boy's natural affinity for the woods. As he learns the ways of wild creatures and emulates his father's love of the out-of-doors, you'll see a look of wonder in his eyes that nothing can equal.

Most communities today have rifle ranges sponsored by groups such as the Boy Scouts, YMCA, PAL or 4-H. You can start your son on the fundamentals of shooting at one of these facilities. With a good single shot 22 caliber rifle, such as Remington's Model 580 bolt action model—especially suited for the beginner—and proper guidance, your son joins you in a sport of lifetime satisfaction.

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