

Record Harvests In Wheat, Corn

Washington, Sept. 10.—The agriculture department today estimated this year's corn crop at 3,371,707,000 bushels and wheat production at 1,167,319,000 bu-

shels, record highs for both crops. This year's crop volume is expected to be 2 per cent above the previous peak of 1942 and 26 per cent higher than the 1923-33 average—although 1 per cent less than was indicated a month ago. Below normal temperatures in much of the north and midwest hindered development of some late crops, particularly corn, prospects for which were reduced about 125,000,000 bushels during the month. Nevertheless the largest corn crop on record still is indicated.

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603,499,000 for the 1925-44 average. Record Wheat Crop The largest quantities of food grains in history is being harvested—over 37,000,000 tons. Winter wheat production reached a record of 879,394,000 bushels. Production prospects for spring wheat improved in August as harvest neared completion under favorable circumstances. All wheat production was estimated at 1,167,319,000 bushels or about 44,000,000 bushels more than last year's record crop. Included in this year's production are 37,578,000 bushels of durum wheat and 249,347,000 bushels of other spring wheat. The department said the aggregate production of eight principal food and seed grains is about 164,000,000 tons or about 9,000,000 more than the previous record set in 1942.

Jews Dynamite 3 Oil Pipelines

Jerusalem, Sept. 8.—Jewish underground extremists dynamited three oil pipe lines at the huge Haifa oil refinery today, knocking out the plant for at least a week, and struck at two other points in the first large-scale attack against the British since the disastrous King David hotel bombing on July 22.

The saboteurs also blew up a railway bridge at the Jewish suburb of Bat-Galim, south of Haifa, and destroyed a signal box on another bridge east of Haifa.

At least 10 extremists made each attack, it was reported. One Arab boy was killed in one of the explosions. Two workers were injured at the signal box, one seriously, and two at the refineries.

Reports from Haifa said the explosions at the huge consolidated refineries cut three pipe lines leading from the plant to the port. Several hundred tons of oil gushed out on to the ground.

The extremists then set fire to the oil. The fire later was extinguished, but reports from Haifa said the oil still was pouring from the broken lines. Police and troops cordoned off the scene of each attack.

Farm fires in 1944 destroyed \$90,000,000 of farm property, one-fifth of the national fire loss, Red Cross reports.

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Government Buys Cars For Veterans Who Lost a Limb

Application forms for use by amputee veterans of World War II in obtaining cars at government expense are now available at the Veterans Administration Contact Office in North Wilkesboro, North Carolina, according to announcement today by L. Harold Yountz, Contact Representative.

VA is charged with the responsibility of administering the new \$30,000,000 program set up by Public Law 663 to provide automobiles or other conveyances for disabled World War II veterans who are entitled to compensation for the loss, or loss of use, of one or both legs at or above the ankle.

Procedure to be followed by veterans who think themselves eligible is this:

1. He obtains an application form and full information from the Contact Representative, who will help him fill the form out. If there is no Contact Representative in the veteran's town, he may write to the VA Regional Office in Winston-Salem.

2. Every eligible World War II veteran, except retired officers, must mail completed application form to the Regional VA office in Winston-Salem, where it will be processed, an entry made as to his disability, and return to the veteran. Retired officers must mail applications to the Veterans Administration, Washington 25, D. C., and not to the Regional Office. After this step, their applications will also be handled through the Regional Office.

3. The disabled veteran will take the approved form, together with his operator's license, to the local licensing agency. If his license satisfies requirements of the state motor vehicle law, that fact will be entered on his application form, in addition to other necessary information such as special attachments that may be required by state law. If the veteran has no operator's license, it will be necessary for him to get one.

4. After all entries have been made and certified by the licensing agency, the veteran can present his application form to any dealer of his choice and negotiate for the automobile or other conveyance.

5. When the car is delivered, the dealer can submit necessary papers to the VA Regional office for prompt payment. Veterans are warned that total purchase price of car cannot exceed \$1,600—including all special attachments needed to operate the vehicle safely and any tax which is reflected in purchase price. The veteran cannot buy a more expensive car and pay the difference between purchase price and the \$1,600 VA limitation.

The Veterans Administration can pay only the seller and cannot reimburse veterans for cars already bought. VA also pointed out that the man must actually be a World War II veteran separated from service, and his claim must be completed by June 30, 1947.

Jonesville Officer Hard On Violators

Elkin.—Robert L. Hott, recently discharged army veteran of extended service in the European theatre of occupation, who has been serving as policeman in Jonesville for the last two and one-half months, has been making life uncomfortable for law violators in recent weeks.

After approximately 30 arrests for speeding, reckless driving, gambling, drunken driving, etc., his most recent addition to the list was the arrest of two negro women of Jonesville, Gladys Harris and Myra Gentry, on charges of shoplifting in Elkin and Jonesville stores.

Policeman Hott for twelve months was a member of Roney, Va., police force. He was also a member of a combat military unit of the 30th Division overseas and was wounded three times in battle.

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Dental Care For Vets Explained

Arrangements for home-town care of veterans with service-connected dental conditions have been completed between the Veterans Administration and the North Carolina Dental Society. Dr. W. D. Lanier, dental chief for the Richmond branch of VA, revealed today.

Completion of negotiations in the state extends the new VA project, throughout the branch area, which includes North Carolina, Virginia, West Virginia, Maryland and the District of Columbia. The program is already functioning in Virginia and West Virginia, and in a matter of weeks should be operating in the other states. Dr. Lanier said he anticipates that 3,700 dentists throughout the branch area will participate.

Dr. E. M. Medlin, of Aberdeen, president of the North Carolina Dental Society, said the new program "has wholehearted support of our 700 dentist members in the state."

Under a fee agreement, VA will pay bills for dental service given veterans who have obtained prior authorization from the VA Regional Office in Winston-Salem. Veterans with service-connected dental troubles must first apply to the VA, and not directly to dentists. In emergency cases, if service-connection of the condition has not been established, VA will authorize treatment pending determination of the veteran's claim. Dentists participating in the program are members of the society who file applications with the VA.

Information and applications for dental treatment can be obtained from VA Contact Representatives stationed throughout North Carolina.

Clue to Lost Plane Found By Loggers

Waynesville, Sept. 8.—Search parties were expected to arrive here tonight from the Greenville, S. C., army air base after the first clue in the two-and-a-half-year-old mystery of a lost army C-78 airplane had been found.

It was on January 31, 1944, that an army C-78 had left Morrice field, at Charlotte, bound for Knoxville, Tenn. and disappeared in a snowstorm, never to be seen again. The plane carried four army officers, and the army air forces, civilian authorities, and wives of the officers all had searched intermittently since then without finding a trace of the lost ship.

Yesterday two loggers came to Dan M. Watkins head of the Waynesville unit of the civil air patrol, bringing a two-by four foot piece of wing fabric. The wing fabric later was identified as being a portion of the left wing of a C-78.

The loggers told Watkins they found the fabric along with bits of plywood, on a ridge near Rattlesnake cove in a remote and rugged corner of the Great Smokies national park. Watkins described the location as being almost inaccessible and four miles from the nearest dwelling.

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