



Working Drawing for Standard Single Sash Cold Frame.

Now is the Time to Build That Garden Cold Frame

There is no better way to use 18 square feet in any sunny garden area than by covering it with a garden frame. If you have none, when a few hours' work in the basement this winter will prepare all material, ready for a quick assembly job as soon as the weather outside permits. It can be put to use throughout the year for some garden purpose.

The pattern now used is much the same as has been followed since glass first became available, and serves for both cold frame and hot-bed. The standard size is 3x6 feet, made to fit the standard sash, which was scarce during the war, but is again obtainable. You can build your frame to fit any sash you have on hand, however, and instead of glass many prefer one of the plastic substitutes which are much lighter and unbreakable—important advantages in windy locations.

Wood is by far the best material for a frame, because of its insulating value. Anyone who can use a

saw and hammer can build a frame from the accompanying working drawing. Boards at least one-inch, and preferably two inches thick should be used, of a type that resists dampness, such as cypress, red wood, or white pine.

When it is practical to assemble the frame outdoors, dig a hole in the ground slightly larger than the size of the frame. It should be at least a foot deep. Into this hole put the frame you have built so that 4 to 6 inches of it is beneath the surface and the remainder above. This will insure that no drafts enter from beneath. Place the frame so that the front slants toward the south, where the winter sun shines. It is well to hinge the sash at the top of the frame, so it can be easily opened for transplanting purposes and airing.

A sunny spot in the garden, protected as much as possible from the full force of winds and driving rain, is the best situation for the cold frame.

Sarah Anne's COOKING CLASS

No one can live on vitamins alone, yet no one can live without them. They are made in chemical laboratories and can be bought, but the cheapest sources are in vegetables, fruits and other foods which can and should be produced on our farms.

Green Gumbo

4 medium sized carrots, 1-2 pound spinach, 1-2 head lettuce, 1-4 medium sized cabbage, 3 tablespoons butter or margarine, 1-4 cup chopped onion, 1 teaspoon chopped garlic, 1-4 cup chopped celery, 6 cups water, 2 1-2 teaspoons salt, 1-4 teaspoon thyme, 1 bay leaf, 1 table-

spoon vinegar, 1 1-4 cups baked beans, 6 rounds of toast, Italian style or American cheese grated.

Scrape carrots, wash greens, drain. Chop all coarsely. Put butter, onion, garlic and celery in large kettle; brown slowly for 5 minutes, stirring occasionally. Add chopped vegetables, water, seasonings, and vinegar. Cover, bring to a boil and cook slowly 20 minutes. Add baked beans, cover and simmer for 30 minutes. Serve hot, topped with rounds of toast sprinkled with cheese.

Try a Progress want ad.

RECOVERING FROM POLIO



With modern, up-to-date treatment the same time, smiling for the photographer. She was stricken with Brown, age 3, daughter of Mr. and Mrs. Solen Brown of Morganton, mer's terrible epidemic. Contributions to the March of Dimes, which convalescent hospital at Camp Sutton in Monroe. Here she is practicing her stretching exercises against the baseboard of her bed and, at

Boy Scout

(Continued from first page)

Albert Hewitt, Jr., sub committee on school relations chairman; Dr. Carl W. McMurray, sub committee on church relations chairman; Rev. P. W. Tucker, sub committee on inter-racial activities chairman; John Ray Jameson and A. F. Hunt, sub committee on rural relationships chairman; Wade Miller, sub committee on unit leader relationships chairman.

Commissioner Service: John M. Gilkey, district commissioner; Sherman L. Richie, assistant district commissioner; Virgil Bradburn, Ja-

mes Wyatt, Jay English and Hugh Hensley, neighborhood commissioner, one for each of four units.

ADMINISTRATOR'S NOTICE

Having qualified as administrator of the estate of John Camp, deceased, late of McDowell county, N. C., this is to notify all persons having claims against said estate to file the same with the undersigned on or before the 3rd day of February, 1950, or this notice will be pleaded in bar of their recovery. All persons indebted to said estate will please make immediate settlement. This the 2nd day of February, 1949.

CLAUDE J. CAMP, Administrator of the Estate of John Camp, deceased.



You are Cordially Invited

To Meet our Tailoring Representative

T. G. "JIM" JORDAN

of

THE HASS TAILORING CO.

OF BALTIMORE

FEBRUARY 9 - 10

Who will be with us, with a select showing of beautiful new patterns for made-to-measure clothes for MEN AND WOMEN.

Rabb-Hitchcock

MARION, N. C.

Land Deeds, Mortgage Deeds, Chattel Mortgages, State Warrants, Trespass Notices, Etc., for sale at THE MARION PROGRESS office.



This is a diesel ... a modern locomotive that means better service to you.
Leaders of two unions think it's a feather-bed ... a "make work" grab that means less service to you.

● Leaders of unions representing railroad engineers and firemen seek to force railroads to add extra, needless men on diesel locomotives. This is sheer waste—a "make-work" program which would mean fewer improvements and higher costs—for YOU!

Railroads use modern diesel locomotives because they are one of the means of giving faster, better service to you.

Two men compose the crew of a diesel. They occupy a clean, comfortable cab at the front. The engineer handles the throttle. The fireman sits and watches the track ahead. With no coal to shovel, he has practically nothing else to do.

No Benefit To You

Now the leaders of the Brotherhood of Locomotive Engineers and the Brotherhood of Locomotive Firemen and Enginemen want to use the diesel locomotive as a means of forcing a feather-bedding scheme on the railroads. The extra men they propose to add to the diesel crews are not needed. There is no work for them.

The union leaders are fighting among themselves about which union should furnish these extra, needless men. The Brotherhood of Locomotive Engineers have even threatened a strike. You may not be interested in this dispute of these two unions, but you would be vitally concerned if these groups succeed in putting through this feather-bedding scheme, because it would mean a slowing up of the improvement program of the railroads—of which the diesel is the outstanding symbol. Diesel crews are among the highest paid

railroad employes—real aristocrats of labor! Their pay is high by any standard. Granting of these demands, therefore, would mean that the railroads would be paying out millions in unearned wages to those in the very highest pay brackets.

We'd Like To Spend This Money On You

You know how much the diesel has meant to you in increased speed, comfort and convenience. The railroads have many more of them on order for even greater improvement in service to you. But needless drains of money, such as this present demand of the unions for needless men on diesels, reduce the ability of the railroads to spend money on better service for you.

Proud as the railroads are of the diesel, it is only a small part of their improvement program. Since the War, literally billions of dollars have been spent on improvement of

tracks and stations, on new passenger and freight cars, as well as on diesel locomotives, and on the many other less conspicuous details of railroading that contribute to improved service.

Feather-Bedding Means Less Service To You But brazen feather-bedding schemes like the one now proposed would, if successful, divert large sums of money from our present improvement programs. Even worse, they make improvements like the diesel worthless, by making the cost of their operation prohibitive.

These demands are against YOUR interests—as well as those of the railroads. They are schemes to "make work". Neither you nor the railroads should be forced to pay such a penalty for progress.

That's why the railroads are resisting these "make work" demands to the last ditch—and why they are telling you about them.

SOUTHEASTERN RAILROADS

We are publishing this and other advertisements to talk with you at first hand about matters which are important to everybody.

Announcing

The Opening This Week-End of

Stepp's Dry Goods Store

Located on Main street in the building formerly occupied by The Bargain Store.

Pay us a visit and inspect our Merchandise. You will receive a warm welcome by the manager, W. H. Hinkle.

JOHN M. STEPP, Owner