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 Doctor—"I can stop that completely after a few more treatments."

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Highlands School Theatre

FRI.-SAT., NOV. 6-7
 THE JONES FAMILY

In
"BACK TO NATURE"

MON.-TUE., NOV. 9-10
 WARNER BAXTER
 MYRNA LOY

In
"TO MARY—WITH LOVE"

For the Benefit of the School

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NEW FEATURES IN CHRYSLERS

Low-Priced Car Offered; Bodies Designed for Greater Comfort

Radical changes in exterior appearance, increased roominess in interior dimensions and the addition of a number of important new engineering advancements feature the Chrysler line for 1937. In introducing this new line, Chrysler announces its entrance into the low-priced field with a car that it expects to increase the volume of its production to double the 1936 figure.

The new low-priced car, which has been named the Royal, is large, handsome and high-powered. The company makes it plain that the Royal is not built to sell at a price but is even finer in performance, beauty, comfort, roadability, safety and economy than its predecessors.

Wide Range of Cars

The line comprises four cars, with a total of 20 body styles. They are the Chrysler Royal with 93 horsepower and 199 inches overall length; the Chrysler Imperial with 130 horsepower and 223 inches overall length.

The Royal is made in 10 body styles, covering the requirements of every possible prospect

New Improvements

Heading the list of 1937 features in the Royal is an amazing new Gold Seal engine, which produces 93 horsepower with 228.1 cubic inches piston displacement. This tremendous power, which gives the car a safety reserve at all normal driving speeds, is delivered with a smoothness, efficiency and economy never before possible in an engine of comparable size.

The high compression ratio of 6.5 to 1, the highest ever attained in an engine of this bore, is one of the principal factors in producing horsepower with economy. Valves have been newly designed and increased in size to give greater volumetric efficiency. In the exhaust valves a new material, Austenitic steel, is used. This is a non-magnetic steel with greater strength and hardness at the high operating temperatures of exhaust valves than the usual valve metal. It resists burning, acidity and corrosion and thus contributes to long wear and efficient operation while reducing the necessity for grinding and replacement. "U"-type pistons are used because they have greater strength than the "T"-type and add measurably to oil economy. The new engine is lighter in weight than its predecessor. Tests under a variety of driving conditions reveal a gasoline mileage higher than that of the 1936 Chrysler car of comparable size. The Gold Seal engine produces its high efficiency with any ordinary type of gasoline.

Chrysler body engineers have made a notable contribution to the new Royal. The width of the front seat cushion has been increased from 44 to 47 inches, giving ample room for three persons. The width of the rear seat cushion has been increased 2 1/4 inches and now measures 48 1/2 inches. The body measures 3 3/4 inches wider at the cowl than formerly and the windshield is 4 3/4 inches wide, improving vision for greater safety. The shaft tunnel has been eliminated from the rear compartment through the use of the Hypoid rear axle.

Hardware and trim and upholstery are of the most attractive design, giving the interior of the car a luxurious appearance generally associated with much more expensive vehicles.

The insulation of the body has been greatly improved, with the result that the car is quieter and more impervious to heat and cold.

British Orders for Planes Raise Neutrality Problem

Should American Firms Be Allowed To Fill Such Orders?

(Special to The Press-Maconian)
 WASHINGTON, Nov. 4.—A matter which is giving the State Department more concern than is publicly admitted is the question of how to reconcile the announced intention of Great Britain to place large orders for military aircraft with American manufacturers, with the neutrality laws passed by the last Congress. Great Britain is not yet at war, but is preparing to meet Germany in the air. Of this there is no question on either side of the Atlantic. Germany has been building military planes on a mass-production basis. There are at least two German aircraft factories each of which is capable of producing more planes annually than all American airplane factories combined. But while Germany is industriously rearming on a Ford basis, Great Britain in its leisurely way has been building planes on a Rolls-Royce basis.

Now the British air ministry and the Cabinet have become alarmed at their inferiority in the air. They have lately placed an order for 700 bombing planes to be built at the Canadian plant of one of the American airplane companies, and have intimated that they are ready to buy several thousand planes from other American companies. Two of the largest American airplane factories are not just now too busy to take on large orders for planes. But these and most of the others have been building military planes to United States Government specifications.

The question arises whether it would be a breach of the neutrality laws to permit these companies to build the same kind of planes for Great Britain or to utilize any of the devices which our army and navy have taken part in developing, if they build planes to British specifications. It is understood here that several very large orders for military planes have been referred to the State Department by the manufacturers who want to accept them, but who want to be sure that they are within their legal rights.

In the meantime, the British Government and some of the British airplane manufacturers have purchased license under American patents for numerous airplane parts and equipment, so that even if Britain's replanning program is carried out entirely on British soil, there will be a large financial return to the American airplane manufacturers who own these patents. Also it is possible, in case the State Department should hold that it would be improper for American factories to build bombing planes even for a nation which is not at war, that more of these factories will establish Canadian branches.

There is no question whatever in the minds of the best informed people in Washington that a great European war is imminent and that it will find the lineup very much as it was at the beginning of the World War. At that time it was Germany and Austria against practically all the rest of Europe. In the beginning, Russia was fighting Germany on the Eastern Front and Italy stayed out of the war for nearly a year. Precisely that is what is anticipated now. There is a tendency here to discredit the reports of Russia's military strength. For a year the Russians have been industriously circulating the report that they have the largest and best disciplined army, completely equipped, that ever existed, and that they have been building military airplanes even faster than Germany. For a while Russia had the rest of the world pretty badly scared, but lately the feeling reflected in the State Department, which is, of course, in close touch with all the governments of the world, is that there is much more smoke than fire in the Russian menace.

Angry caller—"Master Editor, I want you to take back what you said about me is your old rag. You said I was a reformed drunkard. You've got to apologize or I'll sue you for slander."
 Editor—"Very well. I'll retract the statement cheerfully. I'll say you haven't reformed."

RESOLUTIONS OF RESPECT

Whereas, it has pleased an All-wise God to remove from our midst our honored friend, Dr. E. R. Gilbert,

Therefore, be it resolved, first; That while we bow in humble submission to the will of an omnipotent providence, we, the members of Highlands P. T. A. deeply deplore our loss, and desire to express our appreciation of his worth as a citizen and his service as a dentist in our town and community, and our sincere grief over his departure.

Resolved, second; That while we realize our loss, we shall ever hold in grateful memory the many merits of our departed friend.

Resolved, third; That we tender to his family our sincere sympathy and condolence in their bereavement.

Resolved, fourth; That these resolutions be recorded in the minutes of our Association, that a copy be sent to The Franklin Press and Highlands Maconian for publication, and that a copy be sent to the family of our departed friend.

MRS. J. E. BROWN,
 MRS. M. A. PIERSON,
 MRS. A. C. HOLT,
 Committee on Resolutions.

1tc—(adv.)

Amateurs Invited To Take Part Show Saturday Night

George I. Kyle, a professional and amateur play sketches, has been in town for past few days arranging for professional stage show to be given at the courthouse Saturday night, November 7, giving two performances, at 7:30 p. m. and 9:30 p. m. The program will consist of 45 minutes of regular road black-and-white-face minstrel comedy sketches and 45 minutes of regular Major Bowes' amateur hour.

The professional stage show traveling company which has been playing in this vicinity and has excellent recommendations from past appearances.

The cash prize amateur contest will be recruited from a wide selection of talent consisting of singers, dancers, string instruments, hillbilly bands, speakers and comedy sketches. The contest open to all talent which may be by getting in touch with Mr. Kyle before Saturday night at Travel Rest hotel near the court house call before 7 o'clock Saturday night. The play will be sponsored by American Legion Post.

A cedar tree four feet high growing on the limb of a larger tree near San Antonio, Texas.

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