

Nantahala National Forest

Did You Know That



The signs used on the National Forests throughout the South are made in Franklin. There is located in Macon county at the Wayah Depot, eight miles west of Franklin, the Nantahala Sign shop of the Southern Region of the U. S. Forest Service.

Signs of a wide variety are manufactured here. Tin signs, carved signs, stenciled signs, free-letter signs, cardboard signs—all are made here.

Signs are constructed for a variety of purposes. Directional road sign signs are turned out in the largest quantity. Carved shield type signs commonly used to mark the boundaries of National Forests along highway are built at the Wayah Depot. Embossed metal signs are constructed on a special machine and are used for labeling plants and trees. Carved rustic informational signs are built, the "carved" letters being cut out by a special electric routing machine. Cardboard free-hand lettered signs in artistic make-up are also produced.

Four sign painters and carpenters are continually employed in the production of signs. They work in a well-equipped shop containing a band saw, planer, ripper, sander, spray guns, and a variety of special equipment. Approximately 65,000 board feet of lumber are used annually. Local grown woods are used exclusively. Yellow poplar is used in large quantities, with the native oaks coming a close second.

The Nantahala-sign shop is truly one of the most interesting industries located in Macon county. It is also a medium of advertising native woods throughout the south.

STATE FAIR OFFERS PRIZES

Farmers And Housewives Invited To Send Exhibits

The North Carolina State Fair in Raleigh will be held this year October 8 through 12, as announced by the N. C. Department of Agriculture.

Many premiums are being offered of interest to farmers, stock raisers, farm women, students of vocational agriculture and other groups.

Ham And Bacon Prizes Offered
Premiums totaling \$75 will be offered in the "Ham and Bacon" division of the 1940 exposition, but entries will be limited to North Carolina farm-cured meats, Swaffar said. Exhibitors winning premiums will be required to furnish their curing recipe and handling information.

"Hams weighing from 10 to 20 pounds will be given preference, the meat specialist said. "Hams, shoulders and bacon will be judged on the basis of weight, trim, symmetry, flavor, color, texture, proportion fat to lean and marbling."

Prizes For Homemakers
Homemakers skilled in cooking, canning and preserving are invited to show canned fruits, vegetables, pickles, relishes, jams, preserves and cakes.

Premiums will be offered in the Women's Department to the amount of \$1,099.

Vocational Day
"Vocational Agriculture Day" will be October 10 and all students will be admitted free who are wearing the traditional "skull caps" designating their membership in a vocational school. More than 10,000 students will participate in exhibits.

Ten booths featuring home project work of students, livestock and livestock judging contests will be features of the vocational program. Two large silver loving cups, to be awarded in the judging contest, will be presented by Commissioner of Agriculture W. Kerr Scott.

Displays by Future Farmers of America will be judged on the basis of educational value, attractiveness and simplicity. The vocational exhibits will include swine, dairy and beef cattle.

Home economics, rehabilitation and industrial education programs will also be featured in the vocational education departments.

The Fair management has also "booked" prominent entertainment features.

Expenditures In N. C. For National Defense

Contracts and expenditures for the period June 13 through August 31, 1940, for National Defense work in the State of North Carolina amount to \$7,223,357.74.

This makes a total of contracts awarded for the Army of \$3,642,479.96, and for the Navy of \$3,240,700.78. From Work Projects Administration funds, \$310,177.00 have been awarded, and from the Office of Education, for the Defense Training Program, the awards have amounted to \$30,000.00.

Cartoogechaye

By MRS. JOE SETSER

Mr. and Mrs. Wenfred Brendell left Sunday for their home in Drexel, N. C., where Mr. Brendell is employed in the Drexel Mills. Mrs. Brendell (the former Miss Josephine Martin) has been spending some time here with her mother, Mrs. Jeff Martin.

Mrs. Chas. Nolen is quite sick at her home.

The ladies of this neighborhood who have been filling cans with tomatoes and tomato juice for the flood victims in Jackson county wish to extend special thanks to Miss Moody and the boys in her room for their help in gathering the tomatoes. This was a big part of the work and the boys helping were: Sanford Dills, Fred H. Anderson, George Crawford, Dale Docey, R. L. Roper, J. L. Kirby and Maiden McConnell.

Miss Lucy Slagle, accompanied by Miss Mae Culppeper, spent last week-end with her father, T. M. Slagle.

Agnes Waldrup Displays Find Of Snake Eggs

Agnes Waldrup, daughter of Lester Waldrup of Prentiss, brought in an interesting specimen of snake eggs last Thursday. Her brother, Neil Waldrup, discovered them while ploughing near their home Wednesday afternoon.

Nine white eggs, sticking together in a cluster, and each about the size of a partridge egg, furnished an interesting specimen for study in Miss White's biology class of which Agnes is a member. Three of the eggs were broken and live snakes found in two of them. The remaining six were brought to The Press office, where we are glad to put the story in the paper but not the eggs in the window where it is the custom to exhibit various other kinds of natural phenomena.

The owner of the eggs stated that Mr. Whitmire of the agricultural department, who said the eggs were King snakes, would hatch them in the department's incubator.

Of the 39 CCC camps now operating in North Carolina, 13 are under the direction of the U. C. Forest Service and eight are under the National Park Service.

CONSERVATION MONTH

On The Farm and in The Home



Here are timely suggestions from State college specialists for the month of October:

A. D. Stuart, seed specialist, says early planted small grains have a distinct advantage over later plantings in the matter of yield, a fact on which growers should capitalize. If the wheat, oats, and barley sown are not resistant to smut, the seed should be treated. Then, too, all seed planted should have germination and purity tests.

Robert Schmidt, associate horticulturist of the experiment station, reminds growers to harvest their sweet potatoes before the heavy frosts which come first during the last days of October. Careful harvesting will prevent much bruising, which, in turn, will reduce storage losses. The potatoes should be graded in the field, packed in crates or baskets, and placed in storage with as little handling as possible. Farmers who are interested in better seed could improve their own stock by selecting seed potatoes in the field at digging time.

Lloyd Weeks, extension tobacco specialist, says tobacco growers can make substantial savings by taking apart their tobacco flues and treating them with waste motor oil. After receiving a coat of oil, the flues should be placed on tier poles in the barn. Such treatment will cause them to last three to four times as long.

John Arey, extension dairyman, passes along a couple of suggestions. First, he says dairy herds should be culled this month. Medium to low producing cows which paid only a small profit on pasture this past summer will not pay when placed on high-priced winter feed. Second, he urges farmers to attend county and state dairy cattle shows this fall. The show ring, he says, is the place where breed type standards are fixed. It is also a splendid place for breeders to compare their animals and to advertise their surplus stock.

E. C. Blair, extension agronomist, adds a good word for winter cover crops. "Farmers who have not seeded winter cover crops and annual legumes, such as Austrian winter peas and hairy vetch, should do so by all means this month," he says.

October is a busy month for poultrymen because the old poultry year overlaps the new, says T. T. Brown, extension poultryman. Some of the things the poultry grower should do now are: Select next year's breeding pen or mark the birds to be selected later; keep the hens and the pullets separated; house the pullets; make a gradual change from a growing mash to a laying mash; check for drafts in the laying house; and don't overcrowd birds.

fighting ships across a million square miles of ocean, across a space of years. A fleet is an organization of men—and ships.

A ship is a cross between a fortress, a bridge, a locomotive, a rocking horse, a skyscraper, and a human being. The insides of a fighting ship are more complex than those of a human being, but no work of man has an exterior more ponderous and formidable. It is put together on a set of building ways, with two or three cranes. Those cranes, with a thousand men, lift a billion pieces of steel into place, and weld them fast. Under the blue white hissing heat of the flaming arcs, a ship is forged from the first stringer laid for the keel, till she comes fully alive, a unit of our fleet.

The story starts a long way back of that point. It starts in the Navy Building in Washington, where the General Board sketches out the needs of the fleet. The deliberations of this august body go to the President, who embodies them in a message to Congress. The Congress approves the money.

The scene moves back to the white concrete Navy Building, where the naval designers dream, calculate, and sketch the new ship. Before the designers here and at the yards are through, they will have drawn 5,000 exact pictures of a billion pieces that make up the ship. When they finish, they have designed something that will float right side up. But more than that, they have designed a rigid vessel, but one which will yield when the sea twists its frame. Two waves may lift her ends like stretcher carriers, leaving thousands of tons of machinery and guns hanging unsupported. Nothing must break. The punch of a gun that kicks a ton shell twenty miles, the more than 100,000 horsepower heave of the engines—all must be balanced, foretold, and provided for.

Thirty Tons Of Blueprints
The final result of the pencil pushing is a set of general drawings which will be expanded to cover some thirty tons of blueprint paper before completion. These general drawings are sent to a building yard which may be a navy yard, if there is space on the navy yard ways. Or it goes to one of the private shipbuilding companies that have the hard-won 'know how' experience in building a vessel of this size.

The plans come to rest in the mold loft, a huge open room where the outlines of the ship are laid down full size on the floor. Over this floor swarms a small army of lofts-men, men who have spent their lives on their knees, building up wooden templates. Templates are full size models of every stringer, every plate, every piece that makes a ship's hull. These templates embody every hole, every twist, every bend that goes into the curves of a ship.

What Makes A Ship?
A ship is 93 percent steel. But it is also copper, aluminum, lead, zinc. It is wood and cork. It is

OUR DEFENSE

(One of a Series Prepared by National Defense Advisory Commission)

The United States Navy

The U. S. Navy, which stretches round the world, from the lush harbors of the Virgin Islands to the bleak reaches of the Aleutians, is truly our first line of defense. To hold that line requires trained personnel which includes men who command the bridge of a battleship and others who can fit dental bridgework. There must be airplane pilots and submarine commanders. There must be men who can maneuver a fleet of battleships across a million square miles of ocean, and others who understand the care of feeding of sump pumps. Practically every known occupation is needed in the Navy. And the wherewithal to carry on that activity must be on hand, ready for use. It is the function of the National Defense Advisory Commission to see that the Navy gets the supplies it requires.

All the Navy business originates in a twenty-one acre building, hastily erected in 1917. In this building is the Secretary of the Navy, Frank Knox, and Assistant Secretary, Lewis Compton. They are surrounded by sailormen who have reached the top of the heap on the long voyage that started 'tween decks as midshipmen, by way of the quarter deck of a destroyer, to a cruiser, to a battleship, to Commander-in-Chief of the fleet, and eventually to the number one sailor's job, Chief of Naval Operations.

The Naval Bureaus
The Chief of Naval Operations oversees the activities of the nine major naval bureaus. His word can send hundreds of U. S. ships to any ocean on earth. To his desk comes the intelligence information gathered around the world. The closely guarded war plans are in his care. He is the center of the huge organization.

The next biggest gun of the Navy is the General Board. This body represents the wisdom of the Navy, the Senior Admirals, available to the President and the Secretary of the Navy for advice on naval affairs. Then come the nine Naval Bureaus. Each bureau exists to serve one or more needs of the fleet.

The largest is the Bureau of Navigation. It educates the officers at Annapolis. It runs the Hydrographic Office, and the Home for Sailors in Philadelphia. It keeps time at the Naval Observatory. And it has the service oath of allegiance of John Paul Jones and the complete record of every seafaring man who has served the Navy since it is responsible for the training, assignment, and welfare of all Navy men.

The Bureau of Ordnance arms the Navy both offensively and de-

fensively. It designs, buys guns and ammunition, armor and torpedoes, depth charges and chemicals of war.

The Bureau of Ships is responsible for the general design, structure, strength, and seaworthiness of all ships in the Navy, and for the engines that drive the vessels. In addition, it designs such items as machine guns and gas masks, mine sweeping equipment, and operates the new experimental model basin built with WPA funds near Washington, where the new types of war designs may be tested.

The Bureau of Aeronautics must provide the fleet with powerful and efficient naval air service.

The Bureau of Supplies and Accounts must acquire the material, fuel, and other necessities of the Navy.

The Bureau of Medicine and Surgery provides medical care for the Navy and Marine Corps, and is represented not only in this country, but in outlying territories and aboard every Navy vessel in active commission.

The office of the Judge Advocate General, who really ought to be called the Judge Advocate Admiral, is the legal part of the Navy. Aside from keeping the Navy out of the toils of the law, this office interprets the bills and resolutions of Congress and helps with the proposed legislation arising in the Navy Department.

The Naval Reserve
Like the Army, the U. S. Navy has a Reserve. It consists of 16,000 officers and 65,000 enlisted men (including the Marine Corps Reserve) ready to step into their positions on fighting ships. First is the Fleet Reserve, men who have served with the fleet. These ex-service men, with the regular naval forces, are the backbone of our expanded fleet.

There is still one branch that can't be overlooked in running the Navy. That is the Marine Corps. This component of the naval service exists primarily to support the fleet, but in case of national emergency the marines are called on for duty.

Members of the Marine Corps are really seagoing soldiers responsible to the Commander-in-Chief.

Of course, there must be a large establishment ashore to keep the fleet afloat, and ready for anything. The National Defense Advisory Commission helps the shore stations get what the fleet needs in steel, in machinery, in fuel, in arms and ammunition, in food and clothing.

A SHIP IS BUILT
A fleet is an organization that comes alive when men have sweat and strained, trained and calculated deep in the holds of their

asbestos, cement, glass, plaster, wall board, and insulating board. It is awnings, mattresses, and springs. It is doors, shutters, and window sash. It is heating and ventilating equipment. And it is that little pump, tucked away 23 feet below the deck, that delivers three squirts of oil every minute to some vital portion of the machinery.

When all the material for the million and one different parts is assembled, construction can begin. To see a ship being built, figure on settling down at the yard for two or three years. Building ships is not a production line job. It is a job involving the skills of thousands of men applied to putting together the most complicated moving object that man can build.

The job starts with the ceremonial laying of the keel, with a frock-coated, high-hatted, white-gloved "Honorable" jack hammer operator. That is about the last glimpse of the riveting hammer, for today more and more welding is being used in ships. Not that a shipyard is the quietest place on earth, for in the order business of the boiler shop, the hammering bell of a travelling crane will echo the thunder of sledge on metal, as a hundred men beat machinery from raw steel. In another shop, a half thousand skilled machinists polish steel blades of the whining turbines. Others polish the twenty-five foot bronze petaled flowery torch smacks to life at a big steel tube, a "jim crow" bender warps it to the exact twist of a templet.

Meanwhile, on the ways, the steel framework of the ship begins to grow by a young forest of steel arms reaching skyward. Six months pass. The inch thick steel plates begin to form the bottom skin of the ship. As this covering approaches the water line, it grows heavier and heavier with eleven inch thick blocks of shell-resisting, specially fabricated, heat-treated steel going into place to stop enemy shells. Above this point, the armor thins down again until it reaches the deck, where it thickens up to catch dropping shells, dropping bombs, and other falling metal.

The welders, the riggers, and the steel workers have almost disappeared. Far down below decks the ship painters are worming their way through every compartment. These are followed by the electricians and the plumbers, fitting the miles of wire and more miles of pipe necessary to keep this floating fortress afloat and moving, to keep it lighted, heated, and ventilated. She looks like a ship now. She is ready to launch. The shipwrights and carpenters have built a cradle under her, and she slides down the greased ways, into the water, pushed by a champagne bottle, followed by the cheers of friends. She is half way along the road to being a unit of the United States Fleet.

Mrs. Franks Leaves For Week Of Conferences

Mrs. Eloise G. Franks, county superintendent of public welfare, left here Sunday to attend the following welfare conferences and institutes:

Twenty-first annual public welfare institute, Chapel Hill, September 29 to October 4.

Annual convention of the national society for cripple children of the United States of America, Inc., Battery Park Hotel, Asheville, October 5 to 10.

Meeting of county welfare board members, county superintendents of public welfare and state board of charities and public welfare, Raleigh, October 9.

Examinations For Civil Service Positions

The United States Civil Service Commission has announced open competitive examinations for the positions listed below. Applications must be on file with the Commissioner's Washington office not later than October 24 if received from persons in states east of Colorado, and October 28, 1940 from persons in Colorado and states westward. All salaries given are subject to a retirement deduction of 3 1/2 percent.

City planner, \$3,800 a year, National Capital Park and Planning Commission, Washington, D. C. Applicants must have completed a four-year college course in architecture, civil engineering, landscape architecture, or city planning. They must also have had professional and city planning experience.

Plant pathologist, \$3,800 a year; also associate, \$3,200 a year; assistant, \$2,600 a year; associate plant geneticist, \$3,200 a year; and assistant plant geneticist, \$2,600 a year; various optional branches. Employment is in the Bureau of Plant Industry, Department of Agriculture. Applicants must have had appropriate college study and experience.

Junior engineer, \$2,000 a year. Employment is in all branches of engineering except aeronautical and naval architecture and marine engineering. Applicants must have completed a four-year engineering course at a recognized college.

Full information as to the requirements for these examinations, and application forms, may be obtained from the post office here.

Good Food

Whether a full course dinner or a sandwich is prepared here to suit your taste.

CAGLE'S CAFE

A. G. CAGLE, Owner, FRANKLIN, N. C. We Appreciate Your Patronage

CATTLE SALE

Wednesday, October 9th
MARK DOWDLE BARN ON GEORGIA ROAD
Buyers From Many Sections
BRING YOUR CATTLE
SALE STARTS PROMPTLY AT 11 O'CLOCK

SPECIAL

25% Off

A certain lot of young men's suits, single and double breasted—blues, greys, and browns—very stylish.

Sizes 34 to 42

TO CLOSE OUT
WE NEED THE ROOM

25% Off

\$19.95 Suit for \$14.98
\$17.50 Suit for \$13.12

Get your Suit from this special lot and save money

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"We Clothe the Family"
FRANKLIN, N. C.