

Gladys Picklesimer Writes Interestingly of Holland Trip

Miss Gladys Picklesimer, a former Jackson girl, who has been stationed in Frankfurt, Germany, for the past nine months, where she is connected with the Court Martial Department, recently made a trip to Holland. She has travelled extensively since she has been in Germany, this being her 2nd stay there having been employed for eight months in Nuernburg, in the translating division of the International Military Tribunal, 1945-46. The following letter was received by her sister, Mrs. Claude Jones, upon her return from the Holland trip:

Dear Folks:
I returned from my trip yesterday, and want to tell you about it while it is still fresh in my mind.

This was by far the nicest trip I have taken since I have been over here. It was even nicer than the trip to Switzerland last year. I didn't take one of the government tours this time but went on my own—that is, I traveled on my own passport, but a girl with whom I work went with me.

We left last Saturday morning and took a train from here to Amsterdam, Holland. We left here at about 11:30 A.M. and arrived in Amsterdam about 11:00 that night. One of the nicest things about the whole thing is that on the way to Holland we went through the loveliest part of Germany that I have seen so far—and Germany still has the prettiest scenery by far of any other country I have seen over here. The train goes almost all the way up the Rhine river. For a great distance you see miles of the vineyards where the grapes are grown that they make into wine. It is very mountainous, and the hills are terraced with the vines. There are dozens of old castles set up on top of the highest hills, and it really makes a pretty picture.

We went through Rotterdam and The Hague in Holland, but we stayed in Amsterdam, which is the biggest of the three cities. Holland is such a small country that you can go from one end of it to the other in no time. It is a very prosperous looking country, now.



LILIUS

JEWELRY COMPANY
In the Ritz Building
Sylva, N. C.

DAVIS JEWELERS

5 days service
Expert Watch and Jewelry Repairing

Complete Stock of Materials

Phone 198 Allison Garage Building Sylva, N. C.

TO REVEAL HIDDEN LINCOLN LORE



FOLLOWING ANNOUNCEMENT by the Library of Congress in Washington that, on July 26, hitherto unpublished papers and documents of Abraham Lincoln will be made public, Dr. C. Percy Powell, indexer of Lincoln collections, stands by the safe containing the historic material. Under lock and key since Lincoln died, his son, Robert Todd Lincoln, who died in 1926, turned them over to the Library with the direction that they were to be opened 21 years after his death. (International)

There wasn't nearly as much war damage as I had expected to see, and what little bombing was done—I say "little" in comparison to Germany—has been cleaned up, and you can't tell it any more. The city of Amsterdam is lovely. It looks just as I had imagined it would. It is very old, of course, but even the oldest parts look so clean, like it had just been scrubbed. The Dutch are very proud of their reputation of being so clean, and they certainly work hard at it. The whole city is linked together with canals. That is one of the main modes of transportation. They use canals like we use streets. Little boats run up and down them all the time. I took a trip on a boat through the canal, and you can go all over the city on the same boat. The countryside is the flattest I have ever seen. It is only broken every once in a while by their famous windmills. In the city the people dress like in any other city, but out in the country they still wear their quaint costumes, complete with wooden shoes and Dutch caps.

From Amsterdam—we stayed there from Saturday till Wednesday—we went to Brussels, Belgium, which is a six hour train ride. Brussels is quite a large city, and looks a great deal like Paris, and I thought as a whole, even prettier. There are a lot of things to see there, and also there is plenty to buy. Nothing is rationed there, as it is in Holland. However, prices are just out of all reason in most cases. A lot of stuff is imported from the United States, and of course you pay a lot of import tax, and then if you get caught with it in Customs going out you pay again, and so there isn't much point to it.

The thing I enjoyed most in Belgium was a trip by bus that we took, about ten miles from Brussels, to the place where Napoleon lost his famous Battle of Waterloo. They have built quite a memorial there. It is an enormous building, perfectly round, and on the inside is painted, all around the walls, a panorama of the battle itself. It is so realistic you almost feel you are looking at the real thing. The farm houses are still standing where Napoleon had his headquarters, and also the one where the Duke of Wellington had his. I thought I had done enough sightseeing over here not to get excited about anything, but for some reason I got more of a thrill out of that than anything I have seen in a long time.

Yesterday we flew back from Brussels to Frankfurt. It only took an hour and fifteen minutes, and while it was a little rough, any my stomach felt a little squeamish, it was better than the all night ride back by train. Anyway, I am back. It is certainly hard to get used to this place after you see a normal looking place again, but I guess I will just work and look forward to going some place else, which I hope won't be too long off.

Love to all, Gladys.

ST JOHN'S CATHOLIC CHURCH
Schedule of Masses
Andrews, 2nd Sunday, 8 a. m.
Bryson City, every Sunday, 8 a. m.
Canton, 5th Sunday, 8 a. m.
Cherokee, 3rd Sunday, 8 a. m.
Fontana Village, every Sun., 11 a. m.
Franklin, every Sunday, 8 a. m.
Highlands, every Sunday, 11 a. m.
Murphy, 1st Sunday, 8 a. m.
Sylva, 4th Sunday, 8 a. m.
Rev. A. F. Roberts, Pastor

Baptist Circle Holds Monthly Social Meeting

The Ruby Daniel circle of the Baptist Woman's Missionary Society had its monthly social meeting at the home of Mrs. Roger Dillard last Thursday night. There was a very short business session, during which the members discussed plans for programs for the coming meetings of the year. This was followed by the social hour, the main part of the meeting. The hostess served a salad course to those present, among whom were Mrs. Jimmy Buckner, Mrs. Nelson Tatham, Mrs. Grayson Cope, Mrs. Claude Campbell, Mrs. Tilman Bass, Mrs. Claude Jones, and Mrs. Porter Craig.

Funeral Rites For Lewis Pressley

Funeral services for Lewis Pressley were held Saturday afternoon, July 26, at 3 o'clock at the Zion Hill Baptist church. Rev. Joe Bishop and Rev. Zollie Fox officiated.

Mr. Pressley was a life-long resident of Jackson County, having spent most of his life in the Speedwell and Gay communities of the county.

Surviving are his wife, Mrs. Rebecca Pressley; three daughters, Mrs. Fred Franks, Mrs. Hester Franks, and Mrs. Jimmie Franks; two sons, Dexter Pressley and

Chief Warlick has set-up a system of records for his department which are most complete in every detail, yet very to follow. A complete record of each arrest is made, which gives the person's name, age, race, business or work, what charge with, tried, disposition of case, fine, cost, etc., if any. This record is double indexed in permanent files which can be referred to by any one now or 50 years in the future.

Police Have Eight Day Period Without Having Single Arrest

According to the police department records the people of Sylva are law-abiding citizens, there being an eight-day period without an arrest. The records also show that there was a five-day period without an arrest just prior to the eight-day period. On July 15 there was one arrest, and again on July 20 there were two arrests, with the last one on the 28th. This is a record of which the town can take pride in. While Sylva does not have the usual run of arrests as most towns this size, the record since the 15th is quite unusual.

With the large number of beer

Decoration At Love Graveyard, August 10

There will be a decoration of the Love graveyard near Willets on Sunday, August 10, at 2 p. m. Everyone is invited to attend and bring flowers for the decoration.

Monroe Pressley Wilson, an adopted son; five grandchildren and a host of friends and relatives.

The pallbearers were Verco Hyatt, Pete Sorrells, Perry R. Hyatt, Odell Johnson, Walter Johnson, and Will Sorrells.

Bryant Funeral Home of Franklin was in charge of arrangements.

Cleaning, Decoration Of East LaPorte Cemetery

All persons having relatives buried at the East LaPorte cemetery are urged to meet Saturday, August 2, to clean the graves. There will be a decoration of the graves on Sunday, August 10.

Spring pigs were farrowed early this year in contrast to the late farrowing of 1946. Over 10 percent of the spring sows farrowed in February this year compared with 9 percent in February 1946, BAE reports.

Now! BUILDINGS for Less than Cost of Raw Lumber!

Semi-Prefabricated, Overall Size 16 ft. x 48 ft.

Can be used for: HOMES, TOURIST CABINS, GARAGES, FARM HOUSES, WAREHOUSES, COTTAGES, POULTRY HOUSES, HUNTING & FISHING LODGES, and any number of purposes.

No Priority Necessary
These army buildings being removed from Ft. Jackson, S. C., can be used for many purposes at amazing savings. Available to you without priority.

Shipped in Easy-to-Assemble Sections

Price includes loading at Ft. Jackson. Can be shipped by truck or rail. Shipping weight 12,500 lbs. per building. Orders accepted subject to prior sale. Supply limited; order now!

Complete Building

Entire structure of No. 2 or better grade tongue and grooved or straight edge lumber. Included are: 90-lb. roofing on roof and sides, screen doors, 14 windows, necessary hardware, double floors, 4 x 4 or 4 x 6 sills—a complete building in good condition throughout.

ONLY \$399 F. O. B. FT. JACKSON S. C.

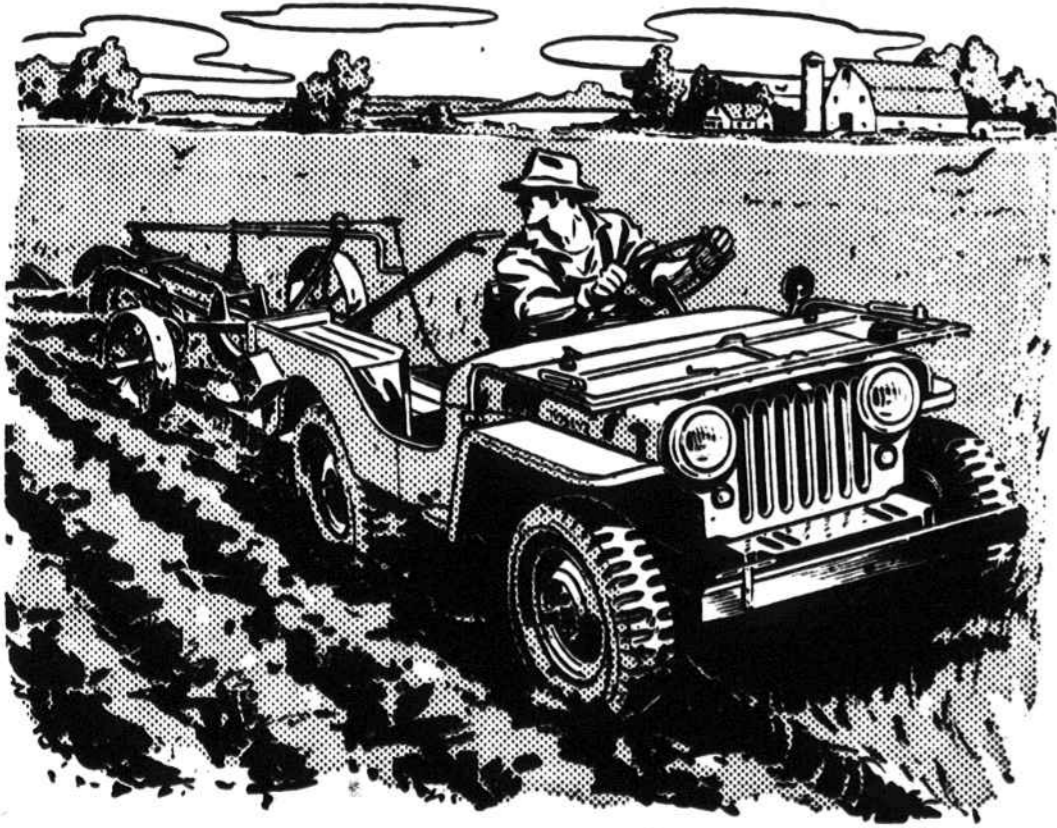
EDENE SALES COMPANY
8 Broadway Tel. 754 ASHEVILLE, N. C.

USE THIS EASY-ORDER FORM:
Edene Sales Company, 8 Broadway, Asheville, N. C.
Enclosed () Check () Money Order Please ship
16 ft. x 48 ft. Semi-Prefabricated buildings at \$399 each.
P. O. B. Ft. Jackson, S. C., to:

NAME
ADDRESS
CITY STATE
ENCLOSE SHIPPING INSTRUCTIONS WITH YOUR ORDER

ALL-AROUND 'WORK-HORSE' FOR YOUR FARM

THE 4-Wheel-Drive UNIVERSAL 'Jeep'



COMPARE THE UNIVERSAL "JEEP" for all the farm jobs it does the day 'round, all year.

With steady-pulling 4-wheel drive and tractor speeds of 2½ to 7 mph, the 60-hp Universal "Jeep" operates plows, harrows and other pull-type or hydraulic implements.

The Universal "Jeep" also serves as a pick-up and tow truck, with 4-wheel drive for heavy going and 2-wheel drive for highway speeds.

Let us demonstrate the "Jeep" on your farm, without obligation, so you can see how this versatile farm vehicle saves you time and money.



The Universal "Jeep" hauls payloads up to 1,200 lbs. "Jeep" power take-off develops up to 30 hp for belt work. The Universal "Jeep" tows 5000-lb. trailed loads at road speeds.

FULMER MOTOR COMPANY

JOE FULMER, Owner-Manager

Phone 212 Cullowhee Road

44 ways To get "Something for Nothing"

The railroads have received 44 "rules" demands from the leaders of the operating unions... representing engineers, firemen, conductors, trainmen and switchmen. They say they are seeking only changes in working conditions—NOT a wage increase.

More Money For Less Work

But what kind of rules are being asked for? Twenty-eight of them would compel railroads to pay more money for the same, or less work; 7 would require additional and unnecessary men to do the same work; the rest would bring about changes in operating practices at increased cost.

For Instance:

The Union leaders demand additional train and engine crews on Diesel-powered trains—one full crew for every power unit on a locomotive. A freight train hauled by a 4-unit Diesel would have to carry 4 engineers, 4 firemen, 4 conductors, and at least 8 brakemen, or a total of 20 men instead of 5.

"Made Work"—Sheer Waste

The Union leaders demand that full-length freight trains be cut to about half their length, even though such trains are most efficient for low-cost service to you. This rule would call for twice as many locomotives, would double the number of trains, and make accidents more likely.

Additional equipment, yards, and other facilities required to take care of these short trains would cost hundreds of millions. What the Union leaders really want is to make more jobs.

The Union leaders demand that when a crew in one class of service perform incidental service of another class, they will be paid not less than a day's pay for each class, even though all service is performed as a part of the same day's



work. The crew would get at least two days' pay for one day's work. The Union leaders demand that the present basic day for passenger con-

ductors and trainmen be reduced from 150 to 100 miles, which would have the effect of increasing their pay 50%. Such a run often takes only two or three hours!

You Can't Afford This Waste

Demands like these are against the interests of the whole American people, who depend on railroad service for nearly everything they eat, wear and use.

These rules would cost a BILLION DOLLARS annually—a gigantic waste which neither the railroads nor the country can afford.

Railroad workers are good citizens and good employees, with pride in their calling. Their record during the war was outstanding. We do not believe they fully understand the "featherbed" rules which the Union leaders are demanding. We do not believe they understand the harmful results which these rules would have to the railroad industry, to the millions of men and women dependent on railroads for their livelihood, and to the shipping and consuming public.

The great strength of America is its production—an honest day's work for an honest day's pay.

For only through greater production can we hope to stop the steady upward surge of living costs.

Surely, if ever there was a time in our history when we needed to work, not waste, this is it.

SOUTHEASTERN RAILROADS

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