

HOSPITAL NEWS

Mrs. Berry Wyatt, of Canton, operative case, is better. Mrs. Robert Kelly, of Canton, operative case, is better. Mrs. Larry Kelly, of Canton, operative case, is better. Mrs. Sam Noland, of Clyde, route 1, operative case, is resting fairly well. Mrs. Carroll Glance, of Clyde, route 1, operative case, is improving. Mrs. L. A. Smith, of Clyde, route 1, operative case, is resting more comfortably. DISCHARGED Among those discharged during the week from the hospital were the following: Master James Sorrells, Charlie Carver, Miss Frankie Morgan, Miss Wanda Coleman, W. P. Mehaffey, Miss Helen Rainey, Miss Nancy Abel, Mrs. R. C. Loper, Master Neddie Wells, Mrs. R. C. Sheffield, Miss Theora Cook, Miss Patsy Jansen, Margaret Lowery, colored, Jimmy Dingler, Keith Leatherwood, Miss Katherine McCrary, Bob Phillips, Baby Finney, Mrs. W. A. Palmer, Ernest Trantham, Mrs. N. M. Davis, Mrs. Charlie Woodard, Roy Lester, Mrs. J. W. Webb, and Jack Chambers. BIRTHS Mr. and Mrs. Clinton Truitt, of Hazelwood, announce the birth of a daughter on June 18th. Mr. and Mrs. Athel Jones, of Waynesville, route 3, announce the birth of a son on June 16th. Mr. and Mrs. Charlie Messer, of Hazelwood, route 2, announce the birth of a son on June 21st. Soldier—What would you say if I asked you to marry me? Girl—Nothing. I can't laugh and talk at the same time. About one-third of family purchases of food in England are below cost, the government subsidizing certain commodities.

Talk Things Over



SITTING beside a Flying Fortress waist gun, Capt. Clark Gable, former screen star, gives some tips to Sgt. Phil Hulse of Colorado Springs, Colo., at a base somewhere in England. Gable is serving as gunnery instructor with the U. S. 8th Air Force (International).

-TIMELY- Farm Questions and Answers

Question: How can I reduce my suckering expense on tobacco? Answer: Extension experts say that high topping, or simply pinching out the bud of the tobacco plant and leaving a number of leaves at the top of the plant as an insurance factor against second growth late in the season, reduces the number of suckers that appear and hence the expense of suckering. Many growers lose a large portion of their profits each season by not keeping their tobacco suckered as closely as it should be, with losses both in weight and in quality. Under average conditions it should be suckered once a week and more often during wet weather. Question: How can I control ants around my baby chicks and turkey poults? Answer: Entomologist J. Myron Maxwell of the extension service, suggests the use of carbon bisulphide at the rate of 2 tablespoonfuls to the ant hill. Pour the material into the hill and close the entrance with mud. Some ant baits, which are prepared with sweet material, may also be effective in killing out the ants in the area. Question: How can I control worms on my cabbage? Answer: Extension entomologists at State College say that the best method of control is a dust mixture of one part of Paris Green and nine parts of hydrated lime. The mixture should be dusted on the plants when there is a small amount of dew on them. The material is poisonous so, in cutting the cabbage heads, the outer leaves of the head should be removed. These leaves fit closely around the head and their removal takes care of all the poisonous residues left on the plant.

Announce Home Club Schedule For Two Weeks Of July

The following schedule of meetings of the Haywood county home demonstration clubs for the first two weeks in July have been announced by Miss Mary Margaret Smith, county home agent: The Dellwood Club will meet with Mrs. Frank Henry at 2 o'clock on Thursday, the first; the Jonathan Creek Club with Mrs. G. V. Howell at 2 o'clock on Friday, the 2nd; the Beaverdam Club with Mrs. Frank Ensley at 2 o'clock on Tuesday, the 6th. The Allen's Creek Club will meet with Mrs. Hiram McCracken at 2 o'clock on Wednesday afternoon, the 7th; the Fines Creek Club will meet with Mrs. Cecil Brown at 10:30 o'clock Thursday morning, the 8th. The Iron Duff Club will meet with Mrs. J. S. Davis at 2 o'clock on Friday, the 9th; the Morning Star Club will meet on Monday, the 12th, with the place of meeting and hour to be announced later. The Francis Cove Club will meet with Miss Marion Boggs at 2 o'clock on Wednesday, the 14th; the Maggie Club with Mrs. Jack Campbell, at 2 o'clock on Thursday, the 15th; the Hyder Mountain Club with Mrs. Bessie Robinson at 2 o'clock on Friday, the 16th.

Morris says that knives of stainless steel should be used and that utensils of copper, brass, and iron should be avoided. The conservationist advises that one to two gallons of tomatoes should be handled at the time and that there should be no delay in any step of the canning program. The tomatoes should be precooked at about 170 to 180 degrees Fahrenheit or, if no thermometer is available, let the tomatoes simmer until softened. They should not be boiled. According to Mrs. Morris, the softened, hot tomatoes should be put through a fine sieve at once. A bowl or cone type sieve is recommended because it allows the least amount of air to be incorporated in the pulp. If the tomato juice is to be given to an infant or an invalid, salt should be omitted. Otherwise, one-half to one teaspoon of salt may be added to each quart. If tin cans are used, Mrs. Morris advises that the juice should be heated to 180 to 190 degrees, poured into the cans, sealed, and allowed to process for 5 minutes. No head space should be left in either the glass or tin container.

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Inside WASHINGTON

Aviation May Be Subject of Next International Conference United States, Great Britain Chief Air Transport Nations

By CHARLES P. STEWART Central Press Columnist THE NEXT INTERNATIONAL conference apropos post-war world relationships is likely to bear upon the subject of aviation. Next peacetime's major aviatorial powers naturally will be the United States and Great Britain. However, all the other nations, even if they do not do much actual flying of their own, each will have its convenient little patches for our own and John Bull's planes to alight on, and these ports will have to be bargained for. The dickering will be in competition between ourselves and the British, with the governments we will be rivals to make terms with. In a couple or three generations perhaps we will have today's Axis aviation companies trying to horn in on what will then be our pretty well established Anglo-American monopoly, but they will amount to nothing immediately at the war's end. For one thing, their countries will be licked into financial quiescence and submission. Secondly, they will have no commercial equipment for a long time to come, and we are building ours now to move our supplies of fighting material—aircraft that can be converted in short order into passenger-carrying and freight-carrying utility. There will be no delay as between ourselves and the British, though. In two respects there are whispers that the Britons are considerably ahead of us. Overseas monopoly was one of their great advantages before the United States ever was invented. It was surface navigation but it was overseas, anyway. So they have experience, centuries of it. Overseas is overseas, whether overhead or simply on top of them, at sea level. Secondly, from all accounts the trans-Atlantic islanders are creating their air establishment largely at our expense. They are doing it on a lease-lend basis. We are footing the current bills. The theory is that we will be repaid ultimately, but everybody knows how international obligations string along, as they evaporate into futurity. Not even an expert, to be sure, can calculate how, in the long run, inter-oceanic and inter-air will pan out in opposition to one another. Surface transportationists say they are not worried and aviators are, with their claims, conservatives—in so far as it is possible for an aviator to be a conservative. It appears that passenger-toting by plane is admittedly more expensive than riding in a smoking car unless you are in quite a hurry. Aviation does not dispute it. Baggage, though, can wait a bit. Yet, if you are in a heck of a rush, it is readily conceded by the surface folk, that they cannot keep up with the astronomical outfit. Ditto, scrapiron and piglead are more economically moved close to the terrestrial surface. In wartime NOTHING matters—but this discussion relates to post-war days. The next international conference will see it pawed over. It may be as secret as the Hot Springs, Va., discussion. It will be more business-minded in its nature. Industrialists will boss it, and they are more practical than politicians. Their aviation discussion may shape the ultimate heavenly world for us. It is likely to shape the terrestrial world, also. It is a discussion that is impending. The food question is not any hotter than that one is. Every little peewee of a country is hit by it. And the big ones? Gosh!



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