

Travel High Selected In 1946

Estimated increase in number of drivers' licenses to 31,109 over 17,928 over issued during the first two months of the year. Ward said that 30,000 transfers have been made during the same period in the previous year. Ward said that at this rate of increase, the number of licenses will reach 100,000 by the end of the year. One out of every 10 automobiles and trucks will change hands during the year.

Ward said that the number of accidents is increasing. He said that the number of accidents in the first two months of the year is 1,177, compared with 60,844 in the corresponding period of the previous year. Total accidents in this State are 1,177.

More Tractors Highway Work

The surplus government tractors are being used by the State Highway Department for assignment to various divisions for work according to Highway 111.

Recipe Checks Pain Quickly

These recipes, which are simple to follow, will relieve the pain of a headache, cold, or flu. They are available at the Rate Drug Store.

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Chief Bos'n Paul W. McElroy Retires From U. S. Navy After 33 Years

Chief Boatswain Paul William McElroy, USN, has retired after serving for 33 years on active duty, and with Mrs. McElroy has come to Waynesville to reside, occupying their home on Love Lane.



Chief Boatswain Paul William McElroy, native of Waynesville, retired from the U. S. Navy after serving for 33 years.

Having always in mind the desire to return to his native home here in Haywood county, no matter where the navy sent him on duty, Mr. McElroy is enjoying his retirement, which is keeping him very busy. With the same methodical and systematic maintenance of high standard employed by the navy he has set about to work on his home place, and seems to be having a fine time in the role of a civilian.

He enlisted in the navy in Knoxville, Tenn., in May, 1913, at the age of 17, and has participated in the Mexican, Haitian, Nicaraguan campaigns, of 1914, 1915 and 1927, World War I and World War II, and his various duties have taken him all over the world and to many out of the way places.

During World War I, he saw duty aboard the Armed Guard troop ships. After ten years of shore duty, serving as instructor of recruits at the Naval Training Station at Norfolk, he was placed on the inactive status in 1936. In 1939 he was recalled to active duty for World War II.

In 1942 he was placed on the retired list but remained on active duty for the duration. He was commissioned in February, 1943, and was ordered to duty aboard the U. S. S. Yukon, one of the largest supply ships and officers' training ships in the navy. His primary duties were that of first lieutenant and damage control officer and third in command of the ship. The Yukon supplied the ships and landing forces in all combat areas.

In August, 1944, the Yukon supplied all ships and forces participating in the invasion of Southern France. On her return to the United States, she was ordered to Boston to prepare for her voyage to Newfoundland to provision an army outpost at Ikaetq.

On September 5th of that year the Yukon started a race with the annual freeze up at Ikaetq Fiord, within the arctic circle in Greenland where this army post was located. After an intermediate stop at Argentina, and a voyage in which icebergs were encountered within increasing frequency with each mile, the ship finally navigated the Angmagssali Ikerasak, and Ikaetq Fiords. It was learned at Ikaetq that except for a coast guard ice patrol ship, the Yukon was the first navy ship to navigate these fiords.

Leaving there the ship, according to Mr. McElroy, made the port of Iceland on September 22. Later that afternoon proceeding up the channel, leading the Reykjavak, she encountered enemy action and was torpedoed. Although badly damaged she managed with the skillful handling of the commanding officer and efficient crew to reach port and discharge her cargo in good shape. For this service the commanding officer was given the bronze star and all members of the crew letters of commendation from the commanding officer.

After reaching port, Mr. McElroy was one of the two officers put in charge of temporary repairs so that the ship could make its own way back to the States. In Reykjavak harbor over two months, undergoing repairs, she finally got under way on November 14, with orders to report to Norfolk, Va. She made the voyage 4,000 miles in a damaged condition with bow blown away, battling severe storms and wintery weather. She was forced into the harbor at Arengentia, Newfoundland, where she remained until the storm blew over. After a voyage of 20 days she arrived in Norfolk, and went into the yard for repairs. On March 15, 1945, the Yukon began one of

the longest, if not the longest voyages ever made by a navy refrigerator ship, traveling a distance of more than 10,000 miles, stopping at Panama, Pearl Harbor, Ulitha Islands, Manus, Auckland, New Zealand, and back to Pearl Harbor. This trip of 10,544 miles took 51 days.

After discharging her cargo, she proceeded to Esperanto, Santos, in the New Hebrides Islands, where Mr. McElroy was detached from duty aboard the Yukon and ordered to the Naval Training Station at Norfolk from which station he was subsequently retired.

His son, First Lieutenant Paul McElroy, Jr., army air forces, is now connected with Watkins Chevrolet Company, volunteered in the service in October, 1940, while he was in college. He served with the 8th AAF in England. He received his first distinguished flying cross for leading the combat wing in a bombing mission on Hamburg and an oak leaf cluster in lieu of another D.F.C. The air medal he received for destroying a Messerschmitt-109. He also received six oak leaf clusters and is entitled to wear the European theater ribbon with two battle stars, and a presidential citation presented to his group for bombing results on Oberselevan, after all others had turned back due to adverse weather conditions.

Mr. McElroy returned to the States in August, 1944. He was married to Miss Doris Colkitt, daughter of Mr. and Mrs. B. E. Colkitt, of Waynesville, at that time. After a year of duty at San Marcus, Texas, and Greenville, S. C., where he served as an instructor of aviation cadets and combat crews, he was discharged.

Standard Oil Reports Russian Damage To Its Hungarian Affiliate

Washington—The Standard Oil Company of New Jersey said that damage done by the Russians to oil fields of its Hungarian affiliate has been dismissed with the State Department for some time, but no claims have been filed.

A dispatch from Budapest held by Russian censorship, but transmitted through other channels, quotes American sources there as saying that damage caused by Russian operation of the American property already amounted to \$25,000,000. This was as of February 19, when the dispatch was filed.

A statement from Eugene Holman, Standard Oil President, said the dispatch is "in accord with information received previously from the company's representative," but that no information has been received as to the amount of the damage.

Army Enlisted Reserve Corps Open To Veterans

Men who have served in the Army, Navy, Marine Corps or Coast Guard for a period of at least six months, and who were honorably discharged, are now eligible to enlist in the U. S. Army Enlisted Reserve Corps, provided they meet with the enlistment requirements.

In announcing this new regulation Sergeant Dance who is recruiting for the U. S. Army, stated that enlisted men of the Army may, at the time of discharge or within six months thereafter, enlist in the grade they held at the time of discharge, provided their enlistment is in the same branch in which they were serving at the time of discharge.

In addition, these men who served in the Army since September 16, 1940, and who were separated after May 12, 1945, may also enlist in the grade and branch of service in which they served at the time of discharge, provided they enlist within six months after February 13, 1946.

The immediate advantages of this program according to Sgt. Dance are that such ratings as paratrooper, combat infantryman, and others may be retained. While long range advantages are that, should there be another war, those men with the Enlisted Reserve Corps ratings would be called to duty at those ranks, whereas those men without such ratings would be called as privates and would have to start over again from the bottom of the promotion ladder.

Sgt. Dance also stated that all men must be qualified physically and otherwise for military service to be eligible for the Enlisted Reserve Corps; that the enlistment for re-enlistment period is for three years; and that former members of the National Guard who have separated from the Guard are also eligible.

Qualified personnel are available at the Waynesville Chamber of Commerce here every Wednesday from 8:00 o'clock a. m. to 5:00 p. m. to assist men who are interested in further details.

A Dizzy Ferdinand Better Than Lazy Bull

ITHACA, N. Y. — While "contented cows" gaze leisurely, the male of the species gets his daily exercise on a device resembling a merry-go-round.

The New York Artificial Breeders Cooperative, which plays nursemaid to some 60 of the nation's outstanding sires, has installed a new mechanism consisting of a large wheel with long overhead spokes that reach out from the hub.

Six bulls are exercised at one time on the electrically-driven gadget. The bulls are attached to the ends of the spokes by a rope and chain which pass through their nose rings. As the wheel revolves, the animal is "urged" onward. Each bull travels about a mile walking round and round for a half hour six days a week. Even bulls get Sundays off.

Hotel Profits

An analysis of the industry as a whole shows that operations of transient hotels have been relatively the most profitable in recent years. In 1940, resort hotels were first in point of net profits as related to sales income, residential hotels were second and the transient group third. In 1943, transient hotels were well in the lead. The residential group has been first in percentage of room occupancy, but the transient houses reported a larger increase in room rates.

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Tobacco Growers--

We are happy to announce that the following tobacco growers were the winners of the 1946 Tobacco Contest sponsored by us.

| NAME | Average for Entire Crop | Prize |
|--|-------------------------|---------|
| Joe Carver, Route 2, City | \$56.91 | \$40.00 |
| W. Shook Ferguson, Route 2, City | 55.92 | 30.00 |
| Mrs. Daisy Penland, Route 2, Canton, N. C. | 55.62 | 20.00 |
| Ed Lequire, Joe McElroy, Route 2, City | 53.14 | 10.00 |

Honorable Mention To:

- J. H. ALLEN, JR., Canton, N. C.
- G. E. ROLAND, Route 3, Canton, N. C.
- JOHN JAMES, Route 1, Clyde, N. C.
- E. G. ROBINSON, Route 1, Clyde, N. C.
- R. A. JUSTICE, Route 1, Clyde, N. C.

It is hoped that more tobacco growers will enter the contest this year, and remember, that if you need additional funds in producing this year's crop, see "The Friendly Bank."

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