

5,341 Car Owners Buy N. C. Plates In Canton Office

July Brings Tag Fee to One-Half Yearly Price For Most Vehicles

North Carolina automobile license plates now are selling for one-half the annual fee. It is announced by T. E. Pichard of the Carolina Motor Club, Canton. Up through June of this year, 5,341 state licenses were sold through the Canton office, which is the only one in Haywood county.

The half-yearly reduction, however, does not affect licenses for farmers' trucks used only for farm purposes, which are under a special lower price than for other vehicles. The price of "A" trailer plates also remain the same.

Persons who move to this state and purchase tags must buy them as of the date they entered North Carolina, there being no advantage in waiting upon quarter-yearly periods to pass before making application.

FEAR KEEPS THEM IN 'BARRICADE'



FEARFUL THAT A MAN hunted by the police will harm them because they gave information concerning his whereabouts, Arthur Dwyer (right) guards his Plymouth, Mass., home with a rifle while his wife, Evelyn takes a nap. Helping them in their "barricade" is Louis Profferty, a friend, also armed. The man they fear is one Hubert Miller, sought in connection with a recent slaying in Plymouth. (International)

Surplus War Goods Sell Through WAA Offices

Information about priorities and the location of offices through which a person goes to purchase surplus war material are given in a booklet, "Surplus Property", recently published by the War Assets Administration. A few copies can be found at the local post office.

The W. A. A. regional office in Charlotte 200 Law Building Charlotte 2 directs the sale of goods in North Carolina, and is the place where priority certificates can be obtained. The surplus articles, however, are usually sold at the site where they have been stored in large quantities, in mixed lots by spot sales, and at auction sales.

The procedure outlined for a person desiring goods is first to obtain whatever priority he is entitled to and request information as to the location of the special class of property desired. Then the buyer submits a written order in duplicate, using customary trade specifications.

If the property is available, the customer will be notified, and then can send check or money order to pay for the goods, and submit instructions for shipping the goods, the usual procedure being to have them sent by freight, the customer paying f. o. b. shipping charges. If the customer prefers to examine the goods before buying them, he is advised to watch for advertisements of spot sales and

actions and attend them, bringing his priority certificate with him. Priorities are complicated, varying with the type property being sold. The ordinary sequence lists the U. S. government agencies as having first priority, World War II veterans second, small business third, state and local governments fourth, and non-profit institutions fifth. Veterans have some personal items set aside for disposal to them, but are cautioned that there are not enough for the demand. They are advised to submit a list of what they want to buy at the time they request their priority certificate, which will be written so as to cover those items specifically.

"Veterans should not go from sale to sale looking for what they want," the booklet emphasizes. Upon locating what a veteran requested, the WAA regional office tells him where the property is, how long it can be held for him, and as nearly as possible its cost.

Small business obtains its priority through the Reconstruction Finance Corporation, this state having a certification office at 317 S. Tryon St., Charlotte 2. That agency under certain conditions makes purchases for the small business buyer.

Non-profit institutions get their certificates and place orders through the WAA regional offices.

timely, Practical

Household Suggestions

By RUTH CURRENT
N. S. State College

A great deal of bread is wasted because more is bought than is needed and the dried-out loaves or remnants of loaves are not eaten after a fresh supply is purchased. Try to delay buying your bread until your supply on hand is nearly exhausted.

Keeping bread fresh gives extra assurance that it will all be eaten. Wherever you store the loaf, well-wrapped in moisture-proof paper, it will keep better if placed in a well-ventilated washable box in the refrigerator, which, by the way, is an excellent storage place for bread, as the cold temperature delays staleness and mold.

Heaping up too much sliced bread on the dinner table is often a sure way of consuming a few extra slices to dry fate. The best way to prevent this is to slice the bread at the table as it is needed. Having slices may even further lessen the waste.

Of course, some breads are bound to get dry. When it does, it has by no means ended its usefulness. Here are some ways to take care of that dry bread and to have it used to the last crumb.

Dry bread makes crisp toast, and besides plain toast, don't overlook such kinds as French, cinnamon, hot-milk, cheese, jelly, and thin Melba toast that smart restaurant often serve in place of soft bread.

Use dry bread in substantial desserts, such as bread and custard puddings, and bake fruit seedlings made of slices of "ingers" of bread combined with canned or fresh fruit.

June Traffic in State Sets New Monthly High

June traffic over North Carolina highways increased 70 per cent over 1945's gas-rationed figures, and was two per cent higher than in June of 1941.

Totals from 20 electric-eye counting devices scattered over the state disclose that 1,545,420 motor vehicle trips were made on North Carolina highways during the month, an average of 51,514 a day. This daily figure can be compared with 30,269 during June of last year, and 50,390 during the same month in 1941.

Rail Official Says Southern Freight Rates Are Fair

The tremendous industrial growth of the South in recent years would have been impossible if railroad freight rates in that section had not been on a competitive basis with those in other parts of the country, states E. R. Oliver, of Washington, D. C., vice president in charge of traffic of the Southern Railway System.

Appearing as a witness before United States Supreme Court Special Master Lloyd K. Garrison in the State of Georgia's suit against Southern and Eastern railroads, Mr. Oliver said that the fact that the South has become so industrially important refutes Georgia's charge that the State has been injured by alleged discriminatory freight rates.

"For the railroads to enter a conspiracy against Georgia would not make sense," he maintained, "as it would amount to conspiracy against their own best interests. A railroad cannot prosper unless the territory it serves also prospers."

Pointing out that the South has turned from an almost wholly agricultural section to one largely engaged in industry, Mr. Oliver testified that in the last 40 years, the products of manufacture and miscellaneous articles hauled by the Southern Railway has increased from 1,352,000 tons to 22,786,000 tons a year, while agricultural products moved by this railroad have increased from 1,263,000 tons to 7,339,000 tons a year.

Methodist Marriage As a Sacrament

COLUMBUS, Ohio. — Bishop Schuyler Garth of Madison, Wis., on July 6th urged elevation of Methodist church marriage to the place of a sacrament to make the tie more solemn and binding.

Bishop Garth voiced his plea during a conference of 19 church bishops with war veterans from 45 states to discuss postwar religion and church life.

He asserted that by exalting the sacredness of marriage, the church could contribute to family life.

Bishop Garth urged greater stress on the importance of chastity and religious dedications when new homes are entered by families. He also urged training of parents in a "new sense of responsibility."

Communism Issue Splits C.I.O. Union

WASHINGTON—A sharp split in the ranks of its Furniture Workers' Union gave the C.I.O. a new problem over the issue of Communism. More than half the members of the C.I.O. United Furniture Workers of America want to disavow themselves from what they term a Communist wing of their organization.

George Bucher, head of the rebellious group which has adopted a divorcee resolution, announced in Philadelphia his determination to "take up the problem here directly with Philip Murray, C.I.O. president."

In New York Morris Muster, UFWA International president, already has submitted his resignation because, he said, the union had become "communistic controlled."

Mr. Bucher claims to represent 48 locals with a membership of 23,400, or more than half the union's 42,000 members. He and six other UFWA leaders were designated to see Mr. Murray in an effort to form "a furniture workers' organization independent of all totalitarian groups including the Communist Party and its affiliates."

When some people say "I'll think it over" they flatter themselves.

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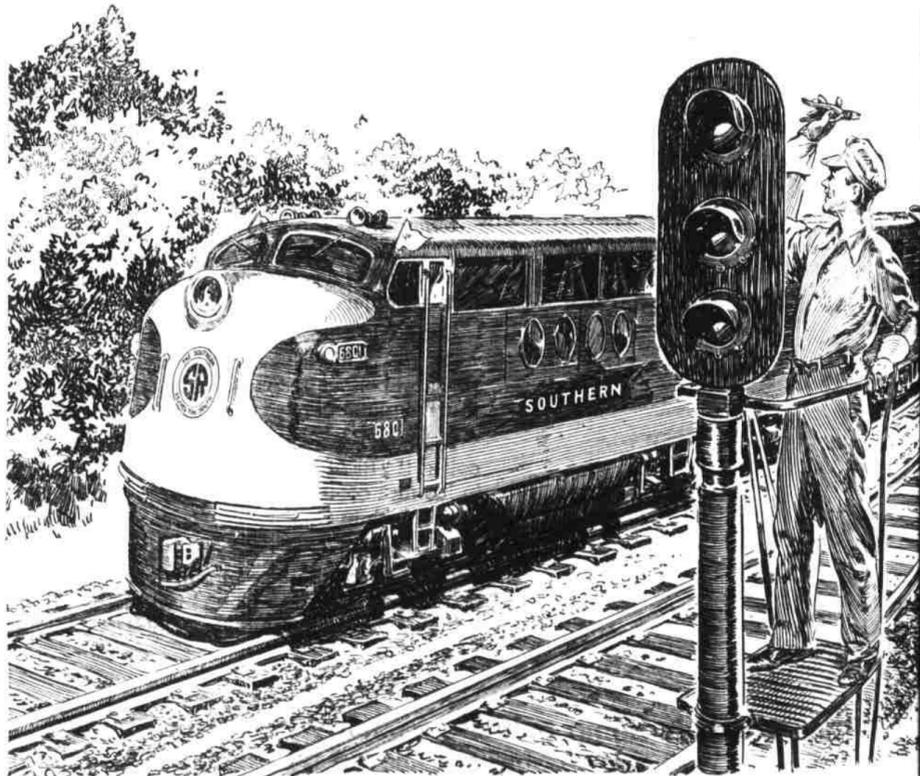
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streamlined passenger trains, 1,521 track miles of rail and 8,752 freight cars.

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This costly modernization and improvement program is tangible evidence of our abiding faith in the future of the South.

To us, it's a future so bright that even Bob's green of "Hello, Beautiful" doesn't begin to express our enthusiasm for what's ahead.

Ernest E. ...
President

SOUTHERN RAILWAY SYSTEM