

# \$3,500,000 Is Lost In Insurance Premiums

By VERN HAUGLAND

WASHINGTON — The Veterans Administration (VA) is holding \$3,500,000 or more of veterans' insurance premiums, meant for it knows not whom, sent from it knows not where.

It's battling doggedly to reduce the pile, but each month new mysteries pour in by the thousands — checks, money orders, postal notes — even currency, silver and postage stamps — with not a clue to the identity of the sender.

Hundreds upon hundreds of these, their face value representing a considerable fortune, can never be credited to any veteran and must remain idle until the government decides what to do with them.

Others finally are assigned to the proper accounts, but only after a tedious and expensive tracing process involving letters — to banks, to postal clerks, to neighbors — even, as a last resort, simply to the "occupant" of such-and-such an address.

For example, \$7 came special delivery from 4226 Indiana Avenue, Chicago. No name, no policy number, nothing but \$7 in cash from that address.

Here's another the VA is still trying to post correctly. Containing \$4.45, the letter, bearing the return address Apt. 22, 9975 Deemer, Vancouver, Ore., said:

"Just a few lines to let you know that I received the slip and I am going to send you my new address in Portland, Ore. So then you know where I am, I am working over here. From your friend, James A. Smith."

An inquiry to Vancouver City has been returned marked "no such address."

Relatives frequently send in premiums identified only as meant for "my son Joe" or "my brother Bill." The signatures on many checks are illegible.

Hundreds of veterans have sent along unsigned checks, or have absent-mindedly written "NSLI" (National Service Life Insurance) or "insurance" in the blank which should have contained their signature.

Often a man will include his old Army serial number instead of the number of his insurance policy. But the most frequent source of trouble is the postal note.

Unlike postal money orders, postal notes require no application form. The postal clerk makes no inquiry as to the pur-

chaser's name nor is a record kept of the sale. Unless the veteran fills in the blank spaces on the back of the note, the Veterans Administration has no way

## HOW VETS CAN AVOID LAPSE OF INSURANCE

WASHINGTON — The veteran can help the government immensely and improve his own chances of good service, says Harold W. Breining, VA insurance chief, by following these rules:

1. In mailing premiums, use the return address envelope sent out by VA. Only about 60 per cent of the policyholders now do this.

2. Be sure to fill out the change-of-address section every time you move.

3. Make doubly certain that the name and address of the insured is included, along with the policy number if possible. This is particularly important with postal notes.

4. Mail premiums promptly when they are due, to the proper VA office, so that if something is wrong it can be corrected before the grace period expires and the insurance policy goes out of force.

of identifying or tracing the sender.

World War II veterans move frequently and their failure to notify VA of their changes of address is a frequent source of difficulty.

Complicating the whole picture is the vast size of the organization. Among the 28,000,000 names in its insurance files VA has 225,000 Smiths, 149,000 Johnsons, 121,000 Browns. It has 12,000 John Smiths, of whom 100 have no middle initial, 12,000 William Smiths, 500 of them without middle initials, and 9,000 William Browns, more than 1,000 minus a middle initial.

At one time more than 2,000,000 unassigned premiums had piled up. At the end of 1947, the total was down to about 700,000.

Now they are being identified and assigned at the rate of 250,000 a month. New puzzlers arrive by the thousands each month, so the total attrition on the accumulated payments is slow.

Individual premiums range from a few cents to \$100 or more.

## AMERICANS EAT MORE

AVERAGE PER CAPITA CONSUMPTION IN POUNDS



An AP Newsfeatures Pictograph



## Industrial Boom Shown For South

Production Last Year Nearly Three Times More Than It Was In 1939

BALTIMORE—The South produced nearly three times more manufactured products last year than it did in 1939, the last prewar year for which there were complete statistics.

The "Blue Book of Southern Progress," published by the Manufacturers Record of Baltimore, says that "while all data for 1947 are not yet in final form, a conservative estimate of Southern manufacturing production for that year can be set at or near \$30 billion."

A value of \$11,200,000,000 was placed on 1939's manufacturing production. Here are other compilations of figures and comparisons of business trends as set forth in the 1948 Blue Book:

Production of raw materials also achieved gains. Agricultural output reached \$7.6 billion in 1946, the last year for which statistics are complete, compared to \$2.7 billion in 1939. Mineral production amounted to \$3.8 billion two years ago, with \$1.7 billion in 1939.

The end of the war found the South with some 6,000 more manufacturing establishments than it had at the beginning. While a great number were designed for the purpose of turning out fighting machines and materials, practically all were swiftly converted to peacetime service.

A building boom in 1946 included the construction of some 10,000 new buildings to house manufacturing enterprises went up in the South. These establishments covered 20 industrial groups.

However, food was and still is the number one item in the Southern states. From 1939 to 1946, the value of its food products jumped from \$2 billion to nearly \$6 billion.

Textiles remained the second most valuable product, doubling a pre-war value of \$1.4 billion during the war.

The only outstanding change in the relative value before and after the conflict was the phenomenal rise in output of transportation equipment.

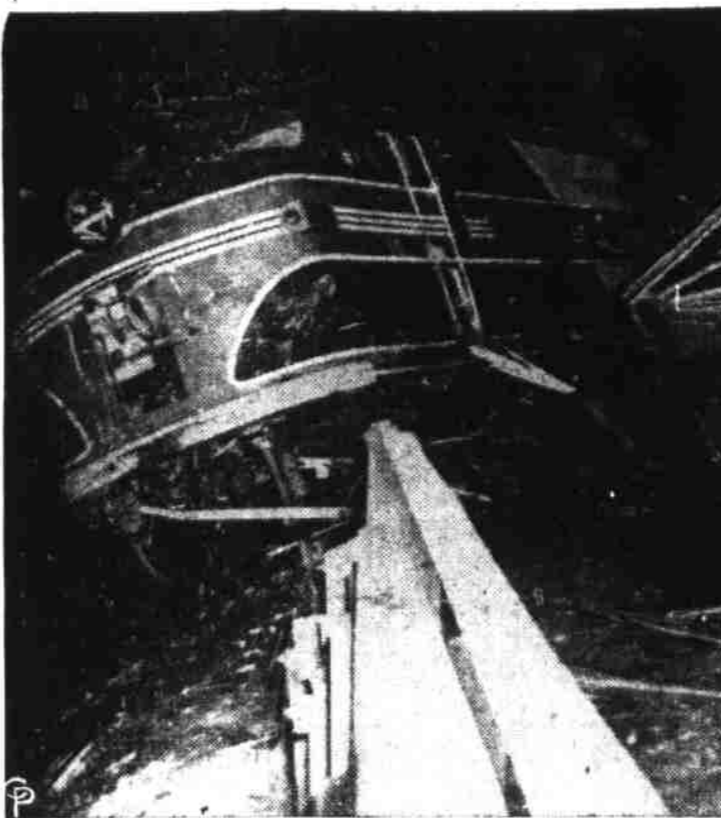
Born of the war, this industry had been expected to revert to its pre-war status as soon as hostilities were ended. The growing demand for civilian aircraft, however, gives promise that this industry will remain important in Southern industrial economy for some time.

For comparison, in 1939 the manufacture of transportation equipment ranked 17th in importance to the South. That year its value was set at \$156 million. In 1946 it jumped to ninth place, with an estimated value of \$839 million.

Although all states experienced remarkable gains in industrial expansion, Mississippi appears to have taken the lead in percentage mark-ups. By the end of the war this Gulf state showed a gain of 92.1 per cent in factories of all types over its pre-war standing.

As to durable goods factories, Mississippi again was the percent-

## ONE DEAD IN CRACK TRAIN WRECK



ONE TRAINMAN WAS KILLED and 20 passengers were injured when the Denver-bound Rock Island Rocket, a crack train, crashed into the rear of a freight train at Iowa City, Iowa. The Rocket is shown as it hangs precariously over an embankment. (International Soundphoto)

## Legal 'Booty' In Wartime Gets Varied Definitions

By SIGRID ARNE

WASHINGTON — The rules on what a victor nation like the U. S. can take from a conquered nation like Germany or Hungary are pretty foggy. But the things we can take legally are called "booty."

We're talking here about things that fall to armies as they advance — not reparations, which are decided by treaty after the war is over.

The arguments over what is "booty" are many and varied. Just recently a Senate committee decided that we can keep 105 Hungarian horses the Army captured in Germany and shipped over here.

The State department had argued they should go back to Hungary, but the Army wanted to keep them.

Rules on Usefulness. In international rules of war, booty is anything taken on the field of battle that the enemy could use in war but that we, having taken it, can also use for war.

The Army said they found the horses in Germany after a battle. Obviously horses can be used in war. So the horses appeared to be booty under the best laws of war. The State Department at first disagreed, but now it has revised its opinion and thinks the Army should keep the horses.

But consider how difficult it is to decide about booty when it comes to such things as a silver banquet service. The 175th regiment (originally a Maryland national guard outfit) came upon some silver that actually took three trucks to clear out.

The regiment had stopped a few days in its drive through Germany. An old German translator begged the officers of the 175th to take out a cache of silver which he feared would be destroyed.

The silver set had belonged to the Hohenzollerns. It included, among other things, 324 dinner plates, with all the goblets, bowls, platters, candlesticks and such that go with such a layout.

Silver an Issue. On an O.K. from a higher officer in the U. S. army, the stuff was shipped over here. It has been decided that the set is legal booty.

age leader with an increase of 175.9 per cent.

West Virginia was second in gains in factories of all types with a 75.7 increase. Arkansas was third with 65.3 per cent.

These latest figures by no means register a peak in Southern industrial growth. Facts already assembled give full proof that 1947 will top 1946 in practically all categories and by substantial amounts.

## SCOTT'S SCRAP BOOK

By R. J. SCOTT

THE SMALLEST SAILLESS EVER CAUGHT IN THE GULF STREAM MEASURED ONE AND ONE-HALF INCHES.

THE FIRST AUTOMOBILE TO RUN OVER 125 MILES PER HOUR WAS STEAM-POWERED. DRIVEN BY FRANK HARTIG IN 1906.

50 MILES

HOW MANY MILES OF FINE FILAMENT SILK ARE THERE IN A PAIR OF SILK STOCKINGS? FIFTY.

"HORNED MAN" (CHINA)

## YOUNGSTERS RULED OFF STREETS BY CURFEW

FIREBAUGH, Cal. (UP)—A curfew bell is now sounded at 10 o'clock every night here from the belfry of the city hall in accordance with a new city ordinance requiring minors to be off the streets at night.

Police Chief Thomas Sarubo warned that the city council has made it unlawful for any person under the age of 18 to loiter on the streets or be in public places after 10 p.m. unless accompanied by an adult.

Parents have been made responsible for their children. Fines ranging from \$25 for the first offense to \$500 for each subsequent offense and imprisonment from 10 to 90 days are provided.

Malaria is common in 12 states of the United States.

## FULL OF IDEAS

TOPEKA, Kans. (UP)— Marvin Casebier, mechanic, clamped a temporary monopoly on employee suggestion awards of his company, a tire-making firm. He collected \$125 for five prize winning ideas in two weeks.

## SPECULATORS

KNOXVILLE, Tenn. (UP)— People began buying tokens, so the company all tokens will be called rent prices if it is posed fare increase.

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