

Smoke Houses In Eastern N. C. Should Be Full

Every smoke house in Eastern North Carolina should be just about full of hams, shoulders, good side meat and a few steaks of lard. Low hog prices has certainly made the advantages for us to fill our smoke houses.

The winter has been ideal to cure pork. When you can buy 2 hams, 2 shoulders, 4 pieces of side meat, plus the pork chops, tenderloin, smotherhouse in one of the best ways sausage and lard for less than \$30

There is not many reasons why we can't eat pork. It is not too late to cure some pork. And too, you would be helping remove the surplus from the present market.

With the present 12 per cent cut in tobacco and expected cut in farm income we are going to have to cut expenses. Eating out of the smokehouse is one of the best ways that I know.



Cities Service Heating Oil

is constantly gaining new friends!

Many of your neighbors are already enjoying the comfort and convenience of Cities Service Heating Oil. Comfort, because it is designed to give you smooth, even, trouble-free heat on the coldest winter days, and convenience, because of our automatic delivery plan.

3 BIG PLUSES

- 1. KEEPS BURNERS CLEANER**
Provides an even, healthy heat without fouling burner.
- 2. KEEPS FILTERS, SCREENS, AND NOZZLES CLEANER**
Actually cleans as you heat...retards sediment formation.
- 3. ANTI-RUST PROTECTION**
You'll have that storage tank years longer with anti-rust Cities Service Heating Oil.

Call us today and be sure of trouble-free heat and dependable delivery all winter long.

Mack Oil Co.
Phone 328 Warsaw, N. C.



ACC Is Moving Forward In Efforts To Popularize Track And Field Events

Leaders of the Atlantic Coast Conference, with the Big Four showing the way, are moving forward in an all out effort to popularize track and field events in the southeast.

The first big step will be taken on February 24 when the big modernistic N. C. State Fair Arena in Raleigh plays host to the third annual ACC Indoor Games. Roy Clogston, N. C. State College athletic director, persuaded the ACC to move the games to Raleigh and State Fair officials were delighted to find their huge glass and concrete arena selected as the site.

A comfortable seat in a heated building with an unobstructed view should do a great deal to help popularize track, according to Clogston. Members of the ACC track committee visited the arena and gave it their blessing. Paul Derr, State College track coach and his assistant, took over from there with the intention of putting on such a good show the first time the games are held in Raleigh that the public will demand their return to the Capital City.

The State Fair Arena is almost ideally suited for the big indoor games, according to Derr, who coached at Lawrence College and at the University of Chicago, before coming to State. An 11-lap, one mile clay track has been laid out in the oval interior of the big building. Straightaway lanes, pole vault, high jump and broad jump boxes have been placed. And workmen are bringing the clay track around to perfect condition.

Some 600 athletes are expected to compete for team and individual honors in the four divisions—scholastic, freshman, conference, and non-conference. The event is expected to attract some big names.

With the majority of the State Fair Arena seats on the 50 yard line, and no supporting posts to block the view, the track fans in attendance are in for a unique experience.

The afternoon program gets underway at 2 p.m.; the evening finals start at 8 p.m. Tickets are now on sale at \$1.50 and \$2.50 at the Reynolds Coliseum boxoffice in Raleigh. Tickets will also be on sale at the State Fair Arena on February 24.

Small Radio Stations Asking Assistance From Congress In Getting More Time

BY BILL WHITLEY

RADIO. Small radio stations are on the brink of a fight for their lives.

Daytime radio stations for years operating under a tremendous handicap, are making a move to have Congress look into the whole problem of how and why they cannot have stabilized operating hours.

Under present FCC regulations, daytime stations are permitted to broadcast only during the hours between sunrise and sunset. In the summer months that means between about 6 a.m. and 6 p.m. and in the winter months, about two or three hours less each day.

REASON. The reason for this is an old agreement with Mexico that U. S. stations would not use six channels during nighttime hours. It is an agreement that the small stations want terminated, but in past years the FCC has refused to budge.

In order to give the matter an airing, the small stations are asking Congress to hold hearings on the issue and find out the hows and whys of the FCC's attitude.

PEANUTS. Brighter days appear to be ahead for North Carolina peanut growers. From Chairman Ellender of the Senate Agriculture Committee came word last week that he was against tampering with present peanut legislation as proposed by the Eisenhower Administration. The administration has in its proposed farm measure a section that would probably result in drastic acreage reductions for N. C. peanut growers.

Actually, N. C. Growers need a sharp increase in acreage in order to take care of the demand for the Virginia type peanut, the variety grown exclusively in the Tar Heel state.

VIEWPOINT. This ought to be a first class candidate for the statement-of-the-week, or something equally dignified.

Secretary of Agriculture Benson said on Ed Murrow's special TV

farm show last week that it is "demagoguery of the worst sort" to say

that the small farmer is being squeezed out of business. It depends on how you look at it—or maybe on what Mr. Benson means by "squeezed." Or maybe, he might just say he didn't say it. It just depends.

RUMOR. There is absolutely no foundation for a nasty rumor that's been going around Washington lately. The Democrats say it's nothing but "dirty politics" in all the reports that they'll nominate Ben Hogan for President if Ike decides to run again.

"A smart husband hides his money in clothes that need mending."
—Charley Jones.

Kerr Scott Introduces Legislation For Price Support On Lint And Wheat

W. Kerr Scott today introduced legislation that would provide for a system of graduated price supports on cotton and wheat patterned along the same lines as Federal income taxes.

In offering the legislation on the Senate floor Scott said that under the plan, "the farmer gets the most assistance that he receives from the government."

The bill Scott offered specified graduated price supports on cotton and wheat only.

"Although the bill includes only cotton and wheat," Scott said, "I feel that the same approach to the other basic commodities can be easily worked out."

Under the Scott proposal, price supports would begin at 100 per cent of parity for small farmers. Supports would decline to 80 per cent of parity as production increased on individual farms.

"If we expect to bolster our farm economy by putting additional purchasing power into the hands of the farmers," Scott said, "then we must increase the support prices for small family size farmers."

Scott, a farmer himself, said he favored the soil bank approach that will take several years to have any real effect. We have not received any recommendations from the administration that would cause any immediate increase in farm income, and that is the Number One job to do right now."

Under Scott's bill, cotton support prices would start at 100 per cent of parity for farmers who produced up to 15 bales per year. The next 15 bales would be supported at 95 per cent of parity. The next 20 bales at 90 per cent of parity. The next 50 at 85 per cent; the next 50 at 80; the next 50 at 75; the next 50 at 70; the next 50 at 65; and all over 300 bales at 60 per cent.

In the case of wheat, Scott's mea-

sure provides for 100 per cent of parity on the first 1,000 bushels; 95 per cent on the next 500 bushels; 85 per cent on the next 500; 80 on the next 500; 75 on the next 500; 70 on the next 500; 65 on the next 500; 60 per cent on all over 4,500 bushels.

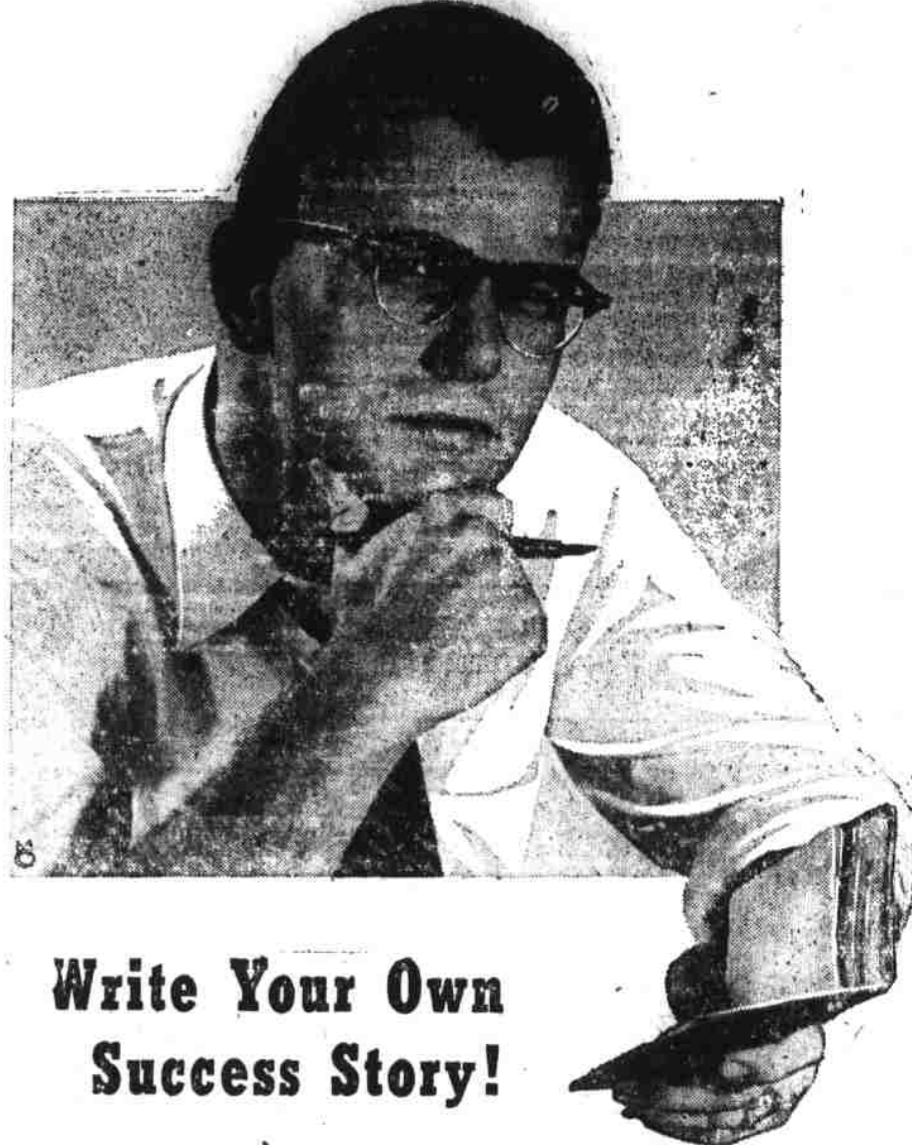
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time is money

For Busy Farmers

With every advance in Eastern Carolina's agriculture... the rural telephone becomes more important. For the telephone saves time and time is money for our busy farmers.

TELEPHONE PROGRESS ON THE FARM

YESTERDAY Five years ago there were only half as many rural telephones in Eastern Carolina as there are today. After five years of the greatest rural expansion and improvement program in your telephone company's history...	TODAY Some 24,000 telephones serve the rural areas of Eastern North Carolina. This year, farmers will buy, sell and market hundreds of thousands of dollars worth of farm produce... by telephone.	TOMORROW During the coming year, your telephone company is undertaking the largest rural expansion program in its 55 year history. With more than 100 different rural expansion projects scheduled, we hope to install another 8,000 rural telephones during 1956.
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CAROLINA TELEPHONE and TELEGRAPH COMPANY



Across the lonely rolling plains between Spokane, Washington, and Lewiston, Idaho, the Northern Pacific's RDC-2 carries passengers and baggage. Low operating and maintenance costs have made RDC's practical on runs where traffic will not support regular trains. By contrast, the RDC has also been highly successful in short-haul, multiple-stop service in densely populated Eastern areas.

SELF-POWERED RDC'S REVITALIZE PASSENGER SERVICE

By Fred Stauffer

"We'll miss the whistles." This terse comment on the introduction of self-propelled Rail Diesel Cars (RDCs) on an eastern railroad was about the only adverse finding of the public concerning the innovation.

The car which drew the comment is the Budd Rail Diesel Car, RDC for short, which in a space of five years has sold itself to the passengers and the management of 20 railroads throughout the United States and four foreign countries.

RDC is strictly a postwar development, first publicly shown at the Chicago Railroad Fair in 1949, demonstrated to 55 railroads in thirty states, and first adopted for American use by the New York Central System on its Boston & Albany line in 1950.

Wartime development of a small but powerful diesel engine for tanks, similar development of a torque converter drive, and application of disc braking to railroad cars were principal mechanical elements seized upon by The Budd Co. in creation of the RDC. The company, working against its long and successful background of stainless steel passenger car building, set out to combine such elements in a standardized, self-propelled passenger car that would sell itself to the public and the railroads fighting against a deluge of red ink in the passenger traffic figures.

The result was a unit on which initial cost is relatively low—\$169,500 for the 89-seat RDC-1, operating costs down as much as 50 per cent from conventional trains, and public acceptance wide enough to bring new traffic to the railroads as well as hold the old.

Wherever a "Beeline," a "Shoreliner," a "Highliner," a "Zephyrette," or a "Railiner" (all special railroad names for RDC) has made its appearance on a road's schedules there has been public and management clamor, even demand, for more of the same. And customers of less-favored roads, particularly in commuter areas, have looked on enviously as schedules and service of competing roads improved with use of the RDC.

From the public's standpoint the advantages of RDC over the older steam train or conventional diesel-hauled coaches are many—fast, dependable and more frequent service in an air-conditioned, wide-windowed, comfortable seat car away from the hazards of driving a private automobile on the parallel highway.

Specifically, RDC is made in three passenger-carrying models and one all-mail and baggage model. The initial RDC-1, the basic design, is an all-passenger car for eighty-nine passengers. Like all others in the line it is powered by

two diesel engines totalling 600 horsepower and driving the axles directly rather than through an electric motor.

With this power the RDC from a standing start can reach 57 miles an hour in one mile, can cover the first five miles in five minutes, and can reach a top speed well over 80 miles an hour. Light weight of the stainless steel unit is a key to this performance as it is, along with the disc brake, in RDC's ability to stop fast—down from 85 miles an hour to zero in 2,300 feet.

Such technical data give even a layman an idea of some reasons why the public the country over has accepted RDC enthusiastically. It is a versatile instrument of transportation, representing almost as much a revolution in railroading as the general adoption of diesel locomotives to replace the steam Iron Horse, fast fading from the national scene.

Railroad management on a significant number of lines obviously is well-pleased with RDC, with special references to lowered operating costs, minimum and easy maintenance, high utilization and an opportunity to offer better service to traveling public. The uses vary widely from introduction of the Budd cars in commuter schedules to the reopening of long-abandoned passenger services where conventional passenger trains fall far short of paying their way.

Many of the railroad users of RDC have found it economical and practical to use them not only as single units but in multiples up to as many as six cars in a train. Each car continues to be self-propelled, and the train can be broken up at appropriate junction points into smaller multiples and reassembled on the return trip into the larger original train. The cars may be operated from either end, requiring no turntable or wye for reversing the movement.

From the outset of the development there was some fear in the mind of management that railroad labor might object strenuously enough to the RDC to frustrate its economical use. That fear now has been largely allayed.

In an official railroad labor publication an engineer on a road using RDC points out that addition of passenger mileage to the railroad's schedules by use of RDC actually means more runs and more jobs for engineers and other personnel.

"The writer has run these cars since the first day they were placed in service," he continues. "The glamour of the steam engine is missing of course, but this equipment is efficient and is doing a wonderful job in commuter service. It is putting passenger traffic back on the rails, where it belongs."

That praise from the mouth of a man doing the daily job of running the equipment on a major railroad sums up much of the feeling of labor, management and the public with respect to The Budd Co.'s RDC.