

# SCANNING THE NEWS

AT THE next session of Congress, the Department of Agriculture in all probability will lose its authority over meat packers insofar as anti-trust proceedings are concerned. There has been considerable criticism of Secretary of Agriculture Ezra T. Benson about hiring representatives of the American Meat Institute on his payroll, or consultants from the packing industry.

Hearings brought out, before a senate Judiciary Subcommittee, that the USDA has failed to carry out its anti-trust functions against the packers, and although the committee investigation has been temporarily suspended until after adjournment of Congress, recommendations have come from some western meat packers and from the sub-committee chairman, Senator Joseph O'Mahoney, (D-Wyo.) that this anti-trust authority be shifted over to the Federal Trade Commission. Also as a result of these hearings, Senator Arthur Watkins, (R-Utah) has introduced a bill, (S-4177) which would transfer to the FTC all anti-trust functions of the Agriculture Department, which it holds under the Packers and Stockyards Act.

The Senate by a voice vote passed the so-called Fryingpan Arkansas River project in Colorado, a multi-purpose water control project, for irrigation, flood control and hydroelectric production. It took bi-partisan action to pass the measure, which seeks to divert water from the upper Colorado river into the Arkansas river valley. Project cost will run approximately \$156,541,000 with \$67,653 allocated to irrigation and \$44,551,000 to power, with \$17.8 million for flood control.

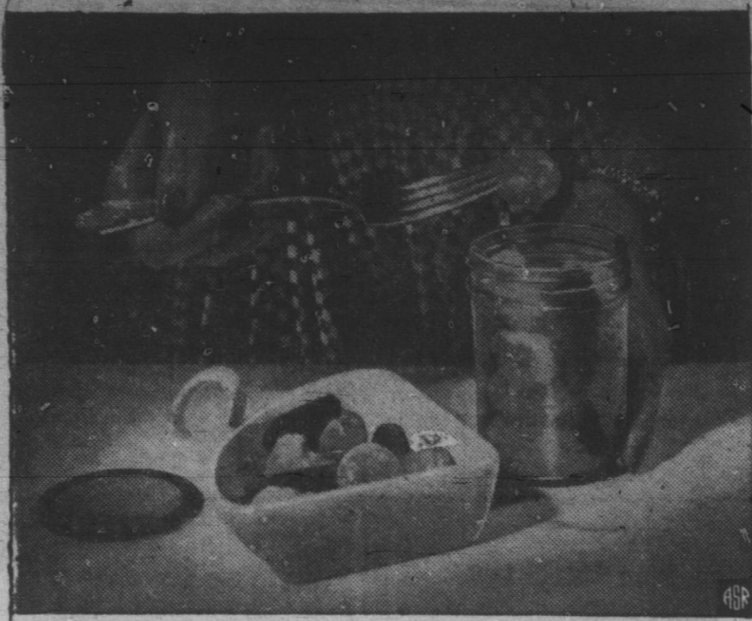
The project had Eisenhower Administration support, the second large multi-purpose project supported by the administration, the other being the huge upper Colorado river project. In this latter project, \$469.7 million is allocated to power costs to produce 3.5 billion kw of electricity annually. In the Fryingpan Arkansas River project \$44.5 million is allocated to power to produce 467.2 million kw of electricity annually.

In contrast, the Administration thus far is holding fast against the construction of the Hells Canyon project on the Snake river, which has allocated costs of \$270 million for power and which would produce in excess of five billion kw of electricity. Thus Hells Canyon would produce a billion more kilowatt-hours than the two Colorado projects at about half the cost within the large Columbia River basin.

At Hells Canyon, where ten years ago Army Engineers recommended the world's highest dam, and where the Eisenhower administration turned down the government construction in favor of three smaller dams to be built by the Idaho Power Company, under a license granted by the Federal Power Commission, the Congress also may take some remedial action.

The Senate Committee on Interior and Insular Affairs has just recently reported out a bill favorably, S-863, which contains a significant amendment introduced by Senator Neuberger, of Oregon. This bill would suspend construction of any power project licensed by the FPC located on a non-navigable river or intra-state stream where construction has not reached the point of impounding water.

## Pickles Mild or Pungent



If highly seasoned food or a combination of the piquant and the bland is your dish, **MUSTARD** is the pickle for you. Mustard too pungent? Then, why not settle for a milder, sweeter pickle such as a **QUICK MIX?** Use the new tapered Half Pint Jars. They're just right for pickles.

### Mustard Pickles

- 36, 1 1/2 to 2 1/2-inch cucumbers
- |                        |                          |
|------------------------|--------------------------|
| 1 cauliflower          | 1 cup salt               |
| 6 green tomatoes       | 5 tablespoons flour      |
| 2 cups pickling onions | 1/2 cup prepared mustard |
| 3 green sweet peppers  | 1 tablespoon turmeric    |
| 3 red sweet peppers    | 1 to 2 cups sugar        |

Wash and drain vegetables. Cut half of the cucumbers into 1/2-inch slices and make deep, length-wise slits in the others, cauliflower into small pieces, tomatoes into wedges. Scald and peel onions. Remove seed and cut peppers into small pieces. Dissolve salt in 1 gallon water. Pour over vegetables. Let stand about 12 hours. Rinse. Drain 1 hour. Mix flour, mustard and turmeric; add 1/2 cup water, a little at a time. Stir until smooth. Add sugar and vinegar. Cook until sauce coats spoon. Add vegetables. Simmer 15 minutes, then bring to a good boil. Pack, hot, into hot Half Pint Jars; seal at once.

### Quick Pickle Mix

- |                       |                          |
|-----------------------|--------------------------|
| 2 cauliflowers        | 2 cups sugar             |
| 1 cup pickling onions | 2 tablespoons mustard    |
| 1 cup tiny cucumbers  | 1 tablespoon celery seed |
| 1 cup salt            | 3 cups white vinegar     |

Wash, drain and cut cauliflower into 1 inch pieces. Scald, cool and peel onions. Cut deep, length-wise slits in cucumbers. Mix salt and vegetables. Add cool water to cover. Let stand about 12 hours. Rinse. Drain. (Taste; if too salty; soak 1 hour in cold water to remove some of the salt.) Add sugar and seed to vinegar. Boil until sugar dissolves. Add vegetables. Boil 10 minutes, or until barely tender. Pack, hot, into hot Half Pint Jars. Heat liquid to boiling. Pour, boiling hot, over pickles; seal at once with regular home canning caps.



George Washington Medal which was presented to Paul Green of North Carolina, for writing the Civil War Drama, WILDERNESS ROAD, a drama produced by Berea College and directed by Sam Selden, which continues each week-night through Aug. at Berea, Ky.

**NOTICE OF SERVICE OF PROCESS BY PUBLICATION**  
In The Superior Court  
Special Proceeding  
NORTH CAROLINA  
YANCEY COUNTY  
IN RE: FLEET YORK PROFFITT  
PETITIONER FOR ADOPTION  
OF BELINDA ANN PROFFITT

vs.  
**HORACE WILLIAM BATES,  
DEFENDANT**

To Horace William Bates:  
Take notice that the above entitled adoption proceeding has been filed in the Superior Court of Yancey County wherein the petitioner in said proceeding is seeking to adopt your child, Belinda Ann (Bates) Proffitt. In the petition in said proceeding is set forth that you have unlawfully and wilfully abandoned said child and the Court will be asked to find as a fact that you have unlawfully and wilfully abandoned said child.

You are required to make defense to such pleading not later than 20 days after September 1, 1956, and upon your failure to do so the petitioner in the above entitled proceeding seeking service of notice against you of said adoption proceeding and of your wilful abandonment of your child being adopted will apply to the Court for the relief sought.

This the 25th day of July, 1956.  
Lowe Thomas, Clerk of Superior Court of Yancey County, N. C.  
Aug. 2, 9, 16 and 23rd

## ACROSS THE DESK

ideas from other editors

From the Italy News-Herald, Italy, Texas: Since July 1, 1945 the United States has provided \$65,200,000,000 in foreign aid. Texas taxpayers have contributed \$2,751,440,000 of this amount or an average expenditure of \$308.78 per person.

Few people would complain if they thought this money for foreign aid was accomplishing the desired results. There is much cause to doubt that the expenditures are doing this, however. The motive behind foreign aid is to aid people of other lands improve their economic condition, create friendship for us, and to strengthen the cause of democracies against the forward march of Communism.

Just how much of this aim has been realized? Agitation for us to pull out our troops is reaching an all-time high, according to reports from overseas. Signs reading "Go Home Yank" are appearing on every hand, even in England, which has always been considered our strongest ally. . . . We have witnessed the appalling spectacle of Marshal Tito playing footsie with Russia and pledging undying cooperation with this, our greatest potential enemy. We buried thousands of American boys in Korea, wherein we furnished most of the men and money. We have seen Britain

argue for years for the recognition of the communist regime in China. We have heard her demand the right to sell strategic materials to communist-dominated nations.

We do have some bases for operations at overseas points, but we wonder how effective these are. The administration tells us that we are under an atomic attack from Russia and that we need advance bases from which to launch retaliatory action.

Have they forgotten that we had advance bases at Pearl Harbor, Guam, Wake Island and in the Philippines in 1941? Have they forgotten that the first action of Japan was to knock out these bases? Have they forgotten that had Japan followed up her initial knockout blow on these bases she could easily have invaded the United States itself? What reason do we have for thinking that Russia will not attack and destroy these bases we have today at or about the same time she bombs the U.S.?

Our only possible excuse for the tremendous foreign aid appropriations in the past has been to build friendship and act in a humanitarian manner towards people made destitute by war. We have apparently failed in this, so we believe it is high time we begin conserving our resources

### There's Danger About!

## We're in a National Traffic Emergency Which Threatens Our Health and Wealth

We're in the midst of a national traffic emergency. It threatens the life, limb and pocketbook of every one of us.

The traffic fatality problem is not confined to the congested larger cities. In fact, three times as many persons are killed in rural areas and in towns under 2,500 population than in the larger cities. The highest rural death totals are recorded in July, August, September and October.

The awesome outlook is that within the next 12 months you or some one of each of four drivers in your neighborhood is marked statistically to be in an automobile accident.

Within the next 10 years one of every four families can expect to be stunned by the news that a loved one has been hurt, crippled, maimed, disfigured for life or killed in a traffic smashup.

Traffic injury expectancy, according to safety engineers, for the Kemper Insurance group, indicates that few children today can expect to go through life without being hurt—yes, hurt—in a motoring mishap.

Frightening, you say? Apparently not frightening enough.

Last year more time, effort, money and energy was expended than during any previous year to stop the slaughter on our streets. And what happened?

We killed 38,300 of our fellow citizens—2,300 more than the previous year — and an estimated 1,500,000 received injuries.

The economic loss was more than \$4 billion, or enough to reduce the income tax of every family about \$100.

This year we're putting even more money, time and extra effort into solving our traffic problem than last year. But instead of getting better the picture is worse.

Homicide on the highway is hitting an alarming record pace in 1956. At the rate we're going so far this year, 42,000 Americans will die violently in traffic—the highest total in our history.

Sometime within the next five or so years, we're likely to pass the 50,000 mark in violent traffic deaths.

Accident pressures are mounting steadily as more and more high-powered cars roll off the production lines each year on to our already overcrowded streets and highways.

Twenty years ago about 27,000,000 motor vehicles were registered in the country. This year the figure is more than 60,000,000 and it's going up daily.

Meanwhile, our highway system has become woefully inadequate. Very little road building went on during World War II and during the early postwar years. Despite the high pitch of current activities on the local, state and federal levels, it will be many years—if ever—before our highway facilities can be considered adequate, authorities assert.

Haven't we made any progress

in the war against traffic accidents?

Yes, we have. But it's been strictly on the statistical side.

This so-called progress can be seen in what is called the "traffic death rate" which is based on 100,000,000 miles of motor vehicle travel. In 1936 the death rate was 15.1. In 1954 it dropped to a low of 6.4. Last year, it remained at 6.4.

In terms of actual lives lost, however, we Americans have worked feverishly to stop this slaughter, but have been unable, to hold the line. Although the death rate per million miles has been going down, the number of persons killed has been going upward for the past 13 years.

Through all the carnage the public has been strangely apathetic. Sure, everyone knows we have a problem and recognizes the threat. But the killing continues.

It's going to continue—and get worse—until you, your friends and your neighbors get alarmed at the threat to you, personally, and get angry enough to demand a solution, to insist on one and to join in efforts to stop this highway carnage.

In the remaining articles in this special emergency series, we will explode some of the phony ideas that have handicapped the traffic safety drive and we will present facts that will help you decide what you can do to save your own life and the lives of your loved ones.

## Nothing takes to the road like a Chevy!

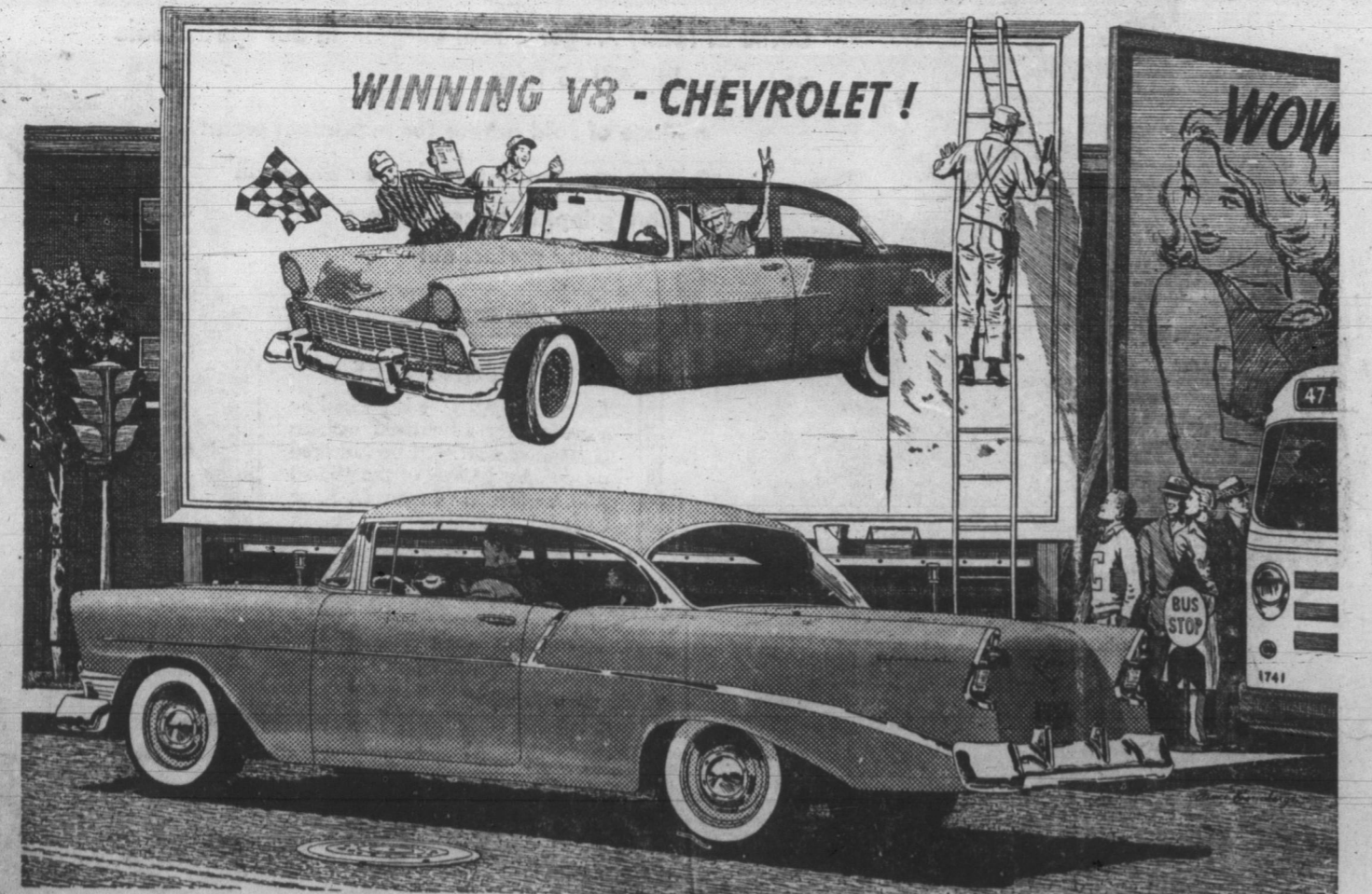
Once in a blue moon a car like this comes along—a design so advanced in performance, so beautifully balanced that it stands out above every other car on the highway. It has a solid, sure-footed way of going that makes driving safer and more pleasant on any road. And you feel a very special sense of security in its rapid-fire responsiveness to your touch on the wheel, brakes and accelerator.

You can see that the '56 Chevy is a standout for style. But until you have driven one you're missing the best part of the news—the fact that Chevrolet is the smoothest, solidest, most wedded-to-the-road automobile you ever bossed. Try it and see.



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