

"SO-O-O Good!"

By BETTY BARCLAY

Mother, if you have been searching for a dessert that's as easy to digest as milk itself—look no further.

Here is baby's own dessert, a nourishing—good tasting treat that is even easier to digest than milk.

Rennet-custard helps small babies become familiar with new textures and flavors. Too, they are made with pure whole milk. You add the milk yourself so you know they are better for your baby than some of the "ready made" desserts you might buy.

Treat your particular small one today, to this so-good dessert that doctors readily recommend:

Baby's Own Rennet-Custard
1/2 cup milk
1 scant tablespoon rennet powder

Set out 1-3 custard cups depending on baby's appetite. Warm milk carefully to lukewarm, not hot (110°F). Test a drop from spoon on inside of wrist as you would test milk in baby's bottle. Then remove at once from heat. Empty package contents into milk—stir until dissolved, not over one minute. Pour at once, while still liquid. Let set undisturbed 10 minutes until firm. Serve dessert to baby while still slightly warm, or chill until mealtime. Remove chill by placing custard cup in pan of warm water.

Burns Waste In Steers, Not In The Incinerator

"Every day, 30 or more tourists stop their cars south of Lumberton on Highway 301 and get out to take pictures of the steers on the south side of the highway," says A. V. Allen, Extension animal husbandry specialist at North Carolina State College. "This is more or less to be expected," he adds, "as few of us have ever seen 1,100 steers in one field being fattened for market."

Allen says the steers belong to Linwood Singletary, who is associated with a grain elevator and feed mill at Lumberton. It seems that the sight of corn cobs and other waste materials from the grain operation being blown into an incinerator was too much for Singletary's Scotch blood. He started out on a moderate feed-

Advisory Group to Nursing School has Organizational Meet

Tuesday night a preliminary group named to organize an advisory organization for the soon-to-reopen school of nursing at Memorial General Hospital met and elected officers and approved the tendered constitution and bylaws.

Dr. Simon Patrick was named chairman of the organization which has been named The Nursing School Advisory Council of the Lenoir Memorial Hospital School of Nursing. All actions taken in the Tuesday night meeting are subject to subsequent approval by the hospital board of trustees.

Officers to serve with Dr. Patrick were Mrs. Floyd Wooten, vice chairman, and Mrs. Guy Skinner, secretary.

The Advisory Council which will serve along with these officers includes Mrs. Norman Dickerson Jr., Robert Scott Langley and Mrs. Paul Munsell (three year terms), Charlie McCallers, Howard Dawkins and Albert Cowper (two year terms) and Jean Booth, Joe McCauley and Mrs. Wooten (one year terms).

Ex-officio members called for in the constitution include Mrs. Sue Massey, Mrs. Mary Bellinger, Ellis Pierce and Dr. Patrick of the hospital staff.

ing project, a few years ago, and Allen says he has gradually expanded to the present 1,100.

According to Allen, corn cobs and mill sweepings form the basis of the feeding program. They are properly supplemented with proteins, minerals, and salt and a sprinkling of crushed ear corn. Singletary's idea is to feed a low ratio of ear corn until he feels that the maximum gain with cobs has been made. Then the ratio of ear corn is stepped up until the steers are ready for market.

Singletary purchases this year's supply of steers at special feeder

Drivers Do Dopey Things, Patrol Official Admits, But Driving into Trains Is Dopeiest

"Motorists sometimes do strange things, but the most unexplainable is the way they drive into trains."

That was Major Charles A. Speed's observation this week as he spoke in support of the "Signs of Life" program now going on throughout the state. Major Speed directs the activities of the State Highway Patrol's safety division, and is an authoritative speaker on the subject of traffic safety.

In referring to the strange auto-versus train collisions Major Speed said that in about one-third of the grade crossing accidents, the auto hits the locomotive or another part of the train.

Noting the number of deaths and injuries in railroad grade crossing accidents each year, despite the fact that a full 100-per cent of the highway-rail crossing in North Carolina are marked by some warning sign or signal, Major Speed urged motorists to use extra caution in approaching grade crossings.

He said railroad companies and

traffic officials have a joint responsibility in protecting grade crossings. Railroads require their trains to give audible warning of their approach. In addition to the round railroad approach signs and the white crossbuck, heavily used grade crossings are further protected by gates, flashing lights, bells, wig-wag signals or watchmen.

"Yet," in spite of these," said Major Speed, "motorists either fail to notice these warnings or deliberately ignore them and almost always wind up second best in an encounter with a train.

"The driver must understand the importance of obeying these laws and warnings," he said.

The safety official went on to say the foolhardy driver racing toward a crossing isn't always the only one in peril. He quoted a railroad official as saying engineers themselves are horror-stricken to see vehicles start across the tracks in defiance of warning signals.

Often such collisions derail the train, he said.

Major Speed urged strict observance of the following rules in crossing railroad tracks:

- 1. Be extra cautious when approaching a grade crossing.
2. If there are no lights or bells, listen for the train horn, the noise of its approach and look both ways carefully. Its headlight will be burning, too.
3. Come to a full stop if there is a train in sight.
4. Be certain all tracks are clear before proceeding. Another train may be coming from a different direction.
5. When special protective devices warn that a train is coming, wait until they indicate that it's safe to proceed.



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