

GARDEN TIME

By ROBERT SCHMIDT

If you have planted a new lawn or have sown ryegrass for a winter lawn, you should be well aware of the fact that the leaves are falling rapidly from the deciduous trees and that they must be raked from the lawn before they smother the young grass. What to do with them?

Many people burn them, but that is a waste of good organic matter which is badly needed in our soils. Save this organic matter by composting the leaves to form leaf mold which may then be dug into the soil or used as a mulch.

A simple way of making leaf mold is to place a 12-inch layer of leaves on the ground and wet them down. Then apply about one cup of a 6-8-6 fertilizer for each 10 square feet of leaf pile surface. Continue to pile alternate layers of leaves and fertilizer until all of the leaves have been used.

The fertilizer acts as a rotting agent. The pile should be kept continually moist until the leaves have rotted, which should be accomplished in from 8 to 12 months.

If the leaf mold is to be used for the usual garden crops, it will be necessary to add sufficient

Apples Top Food For November

Apple production this year will be larger than average for the third consecutive year. Miss L. A. Brashears, county home demonstration agent for the State College Extension Service, said this week in listing apples as a major U. S. Department of Agriculture plentiful food for the Southeast in November.

Miss Brashears explained that the latest estimate is for a crop of 117,524,000 bushels, or about 8 percent more than the 10-year average.

Other November plentiful foods, she reported, include turkeys, cranberries, processed citrus products, raisins, dried prunes, cabbage, broilers, fryers, pork, frozen fish fillets, canned tuna, dry beans, cottage cheese, dry milk, honey, and nuts.

Turkey production is an estimated 16 percent larger than a year ago. In addition, more broilers and fryers will be marketed this November than for the same month last year. Pork also has been added to the plentiful list on the basis of the 63.8 million-head spring pig crop.

lime to counteract the acidity of the leaves. If the leaf mold is to be used as a mulch around azaleas, camellias, or other acid loving plants, no lime should be added. Instead of the 6-8-6 fertilizer, any complete fertilizer high in nitrogen may be used as a rotting agent.

If raking and composting leaves seems like a big job, I understand there is a machine on the market that will rake your leaves, grind them up, and spread the ground-up materials back on your lawn or garden. That might be the answer to your problem.

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IMPORTANT DATE FOR FARM PEOPLE—Saturday, November 3, is an important day for North Carolina farm people. On that date they will vote on the "Nickels for Know-How" proposal to assess themselves five cents per ton on feed and fertilizer, the proceeds to be turned over to the Agricultural Foundation, Inc., at State College to promote agricultural research and education. Polls will be open from 6:30 a. m. to 6:30 p. m., and regular PMA polling places will be used. All persons who use feed or fertilizer, including women as well as 4-H, FFA, and NFA members with crop or livestock projects, are eligible to vote. Two-thirds approval is required to make the plan effective.

Rites Conducted For Mrs. Dixon

Funeral rites for Mrs. Ella Blalock Dixon, 73, wife of Rastus B. Dixon, of route 2, Kings Mountain, were held Tuesday afternoon at 2:30 at Bethlehem Baptist church.

Interment was made in the Bethlehem church cemetery. Rites were conducted by the pastor, Rev. W. G. Fogleman, assisted by Rev. W. G. Camp and Rev. Love Dixon. Prior to the service the body lay in state at the church for half-an-hour.

Mrs. Dixon died at 2:10 Monday morning, following a serious illness of several months.

She was a native of Cleveland county, daughter of the late John and Maggie Dixon Blalock and was a life-long member of the Bethlehem church.

Surviving, in addition to her husband, are six children, Walter B. Dixon, Cramerton, Mrs. J. D. McDaniel, Mrs. Edgar Bell, Mrs. Charles Lall, Mrs. P. C. Howell and Miss Emma Dixon, all of Kings Mountain, and five brothers, T. D. Blalock, and L. G. Blalock, all of Kings Mountain, and J. O. Blalock Backerville Va., and W. P. Blalock, Union Level, Va. Also surviving are 24 grandchildren and 12 great-grandchildren.

About 85 million acres of corn are grown in the United States each year.

November 3 Is Date For "Nickels" Vote

North Carolina farm people will go to the polls Saturday, November 3, to vote on the "Nickels for Know-How" plan for financing more agricultural research and education in the State. Polls will be open from 6:30 a. m. to 6:30 p. m. Regular PMA polling places will be used.

All persons who use feed or fertilizer, including women as well as 4-H, FFA, and NFA members are eligible to vote. No special registration is required. Each person may vote at the polling place which is most convenient for him, regardless of whether it is in his own township.

Two-thirds approval is required to make the plan effective. The referendum covers a period of three years. To be continued beyond that time, the plan would have to be renewed by referendum in 1954.

Agricultural leaders have been urging for the past several weeks that every eligible person vote. The size of the vote cast, they say, will indicate how much interest farm people have in solving their production and marketing problems.

The "Nickels for Know-How" plan, worked out by farm leaders themselves, calls for an assessment of five cents per ton to be added to the cost of all feed and fertilizer sold in the State. The average farmer would pay about 25 cents a year and the total amount collected would be approximately \$125,000 a year. All of the proceeds would be turned over to the Agricultural Foundation, Inc., at State College to promote research and the dissemination of research findings.

No expense would be involved in collecting the money. This would be done at the manufacturer's by the State Department of Agriculture, along with collection of regular inspection fees.

Agricultural leaders point out that the nickel per ton assessment would be contribution and not a tax. Any farmer desiring to do so could obtain a refund of all the money he had paid in.

Dream Comes True For Negro Couple

The dream of a young Negro farm couple of Wake County is coming true.

The Russell Judgs of Route 1, Holly Springs, have been tenants for several years. But they have made the most of their opportunities, saved part of their income, and recently were able to buy a small farm and build a new home on it.

W. C. Davenport, Negro county agent in Wake for the State College Extension Service, says the home is built of cement blocks and has six rooms. It is located on a dirt road and is of modern design.

When Judd decided to buy a farm, he found a small one that he liked, although it didn't have a dwelling on it. It had a good tobacco barn and carried a three-acre tobacco allotment.

To get a dwelling on the place, the young Wake farmer made arrangements to borrow some money from a bank. He had enough to start building but had to get extra funds to complete the job.

The dwelling has now been completed, and two good crop

seasons have enabled the Judgs to meet their obligations.

County Agent Davenport says this is only one of many examples of how the Negro farm families of Wake are making the most of their opportunities to raise their own standard of living.

AT PARRIS ISLAND
William (Bill) Cashion, former student at Newberry college is now stationed at Parris Island where he has been serving with the Marine corps since his induction on October 16. His address is: Pvt William Z. Cashion, Pfc. 514, Co. B-5th Rec. TRN. MCRD, Parris Island, S. C.

The State's 1951 hay crop will be the smallest produced since 1941.

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90% For! 10% Against

Railroad workers are represented by 23 standard unions. By mutual agreement, 20 of these unions—comprising about 1,200,000 men, or more than 90%—are working under wages and rules agreed to by them and the railroads. But leaders of three unions—with only about 130,000 men, or less than 10%—still refuse, after more than a year of negotiations, to accept similar wage and rules agreements. These are even more favorable than the terms recommended by the Emergency Board appointed by the President.

Time to settle...

END THIS QUIBBLING!

On June 15, 1950, an Emergency Board appointed by the President under the terms of the Railway Labor Act—an Act largely fathered by the unions themselves—made its recommendations on certain wage and working conditions ("rules" in railroad language) which had been in dispute between employees and the railroads.

More Than 90% of Employees Accept
Since then, terms equal to or better than the Board recommendations have been accepted by about 1,200,000 railroad employees—more than 90% of the total of all workers. They are represented by 20 of the 23 standard railroad unions.

Less Than 10% Refuse
But three unions—with about 130,000 men, or less than 10% of the total—have refused to accept, even after months of negotiations. These three unions are the Brotherhood of Locomotive Engineers, the Brotherhood of Locomotive Firemen and Enginemen, and the Order of Railway Conductors. These are three of the so-called "operating" unions. Already the highest paid men in the industry, their leaders demand still further advantages over other workers.

In all, there are about 270,000 operating employees. But not all of them, by any means, are represented by BLE, BLF&E, or ORC. As a matter of fact, less than half—132,000 to be exact—are in these three unions. More than half—about 140,000—are in other unions, principally the Brotherhood of Railroad Trainmen. What makes the whole situation so hard to understand is that these 140,000 operating employees are working under wages and rules which the leaders of the other 130,000 say they cannot agree to.

What Do the Railroads Offer?
They offer these three unions the same settlement which was contained in a Memorandum of Agreement signed at the White House on December 21, 1950, by four brotherhoods and the railroads. Later these brotherhoods sought to repudiate this agreement. But on May 25, 1951, the Brotherhood of Railroad Trainmen signed a complete agreement, carrying out the principles of the Memorandum Agreement of December 21. They have been working under this agreement since May 25.

What About Wages?
Under the terms of the agreement, yard engineers, firemen and conductors would now be receiving a wage increase of \$3.4 an hour (\$2.72 a day) and road engineers, firemen and conductors would now be receiving an increase of 19½ cents an hour (\$1.56 per day). Large sums of retroactive pay have already accrued and if the agreement is carried out, will be paid promptly.

What About "Cost of Living" Increases?
The White House Agreement includes an "escalator" clause under which wages will be geared to changes in the Government's cost-of-living index. Two such increases—April and July, 1951—have already been paid to 90% of railroad employees covered by signed agreements.

What About the 40-Hour Week?
The White House Agreement calls for the establishment of the 40-hour week in principle, for employees in yard service. The employees can have it any time after January 1, 1952, provided the manpower situation is such that the railroads can get enough men to perform the work with reasonable regularity at straight time rates. If the parties do not agree on the question of availability of manpower, the White House Agreement provides arbitration by a referee appointed by the President.

What Else Do the Union Leaders Demand?
The continued quibbling of the leaders of the three unions has to do principally with rules changes, which have already been agreed to by the Brotherhood of Railroad Trainmen. Of these, the principal one seems to be that having to do with so-called "interdivisional service"—runs which take in two or more seniority districts.

The union leaders would bar progress and efficiency in the industry, and better service to the public, by maintaining a situation where they can arbitrarily stop a railroad from establishing such interdivisional runs. The carriers propose that if a railroad wishes to set up an interdivisional run, the railroad and the unions should try to agree on such run and the conditions which should surround its establishment, and if the railroad and the unions can't agree, the matter will be submitted to arbitration.

But the three union leaders still refuse.

Rules Can Be Arbitrated
The railroads have not only offered these three unions the same rules agreed to by the BRT and covered by the White House Agreement, but have even agreed to submit such rules to arbitration.

The Industry Pattern Is Fixed
With the pattern so firmly established in the railroad industry, it seems fair to suggest that the leaders of BLE, BLF&E, and ORC stop their quibbling and take action to make the railroad labor picture 100% complete. Certainly today's economic and international situation call for a united front. And certainly no good reason has been advanced why these three unions should be preferred over all other railroad employees.

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