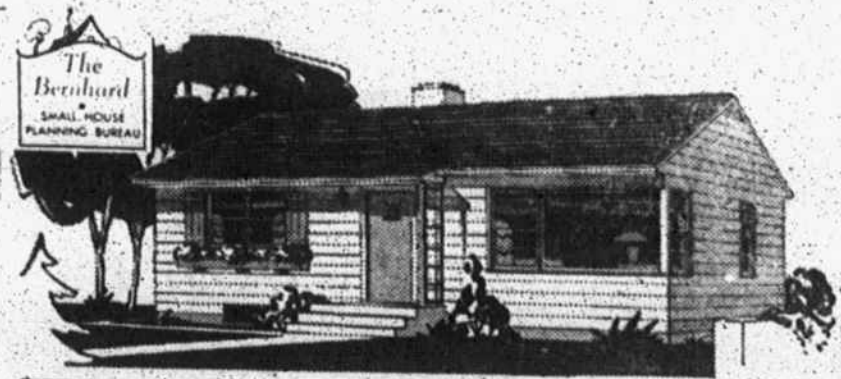


Herald "House-of-the-Week"



flower box, shutters and lattice at the front door.

The Bernhard has two bedrooms, a bath living room, kitchen with ample space for dining and a full basement.

Storage space consists of twin wardrobe type closets in each bedroom, linen cabinet in hall and coat closets at each entrance.

In the kitchen both the sink and range are on the front wall and the refrigerator at the side door. This leaves table space on the inside wall.

Overall dimensions are 32 feet by 26 feet. Total area is 832 square feet, cubage 16,224.

For further information about THE BERNHARD, write the Small House Planning Bureau, St. Cloud, Minn. In Canada, the Small House Planning Bureau of Canada, Box 1193, St. John's, New Brunswick.

THE BERNHARD has a plan shown here that is the most economical to construct. A simple rectangle without projections and a gable roof without dormers. Exterior finish is wide siding, asphalt shingles. A wide eave overhangs in front. There are also a

VA Supplements Training Course

Veterans of World War II who are in training under the GI Bill or who may have recently completed a course of training and wish to advance to a higher course in their chosen field will be interested in an announcement of a new regulation by the Veterans Administration. Until recently the VA required that a veteran who was discharged more than four years prior to the completion of the course to file an application for the higher course while still in training status in the previous course if he wished to be considered for the additional training.

Now, under the new regulation, if the VA receives the application within thirty days of the close of the previous it will consider his application for the supplemental training.

A requirement under the new regulation is that the veteran must actually begin the new course within thirty days or on the first official date of enrollment. Due to summer vacations or other interruptions beyond the veteran's control, exception may be made to the thirty day requirement.

For further information as to this new regulation as well as any other matter pertaining to veterans' benefits, veterans or their dependents or beneficiaries may visit the local VA office, 205 West Main Avenue in Gastonia.

Ralph Emery Begins Recruit Training

Undergoing recruit training at the U. S. Naval Training Center, San Diego, Calif., is Ralph E. Emery, seasman recruit, USN, son of Mrs. Dora F. Emery of 109 Waco rd., Kings Mountain.

Emery, who entered Naval Service on March 14, 1952, worked for the Loom-Tex Corporation. This initial training includes

instruction in such fields as seamanship, fire-fighting, gunnery, signaling, and other courses designed to make the recruit well-versed in every phase of Navy life.

Upon completion of their 11-week training period at the training center, graduates are assigned to duty stations with the Fleet or at Navy shore stations, or are sent to service schools for advanced technical training.

Saturday Night Officers Headache

By BILL CROWELL

Saturday night has long been chronicled in song and story as the wickedest night of the week. With thousands of pay checks cashed and the pleasing prospects of a leisurely Sunday morning in bed naturally want to kick up their heels a bit on a Saturday night. For some this so-called relaxation calls for drinking parties at near by roadhouses. For others it means crazy races along deserted country roads at speeds up to 90 miles per hour. A few delight in accelerating their cars around and around in tight, swirling circles in front of drive-ins, usually to impress female companions.

At any rate wherever Saturday night frivolity and motor cars get together it's the State Highway Patrolman's headache. His day seldom ends before twelve or one o'clock on week-end nights. For as daylight fades it's then he puts away a hearty supper, checks his equipment and rolls back out on the highway to face the worst of the week in motorized violence. And it nearly always comes.

A Wake County Negro chose a recent Saturday night to terrify the neighborhood with pistol shots, ordinarily a simple case for the sheriff's office. However, when the man's hysterical wife reported he had attempted to kill her and roared off down the road drunk in a battered Ford it became the Highway Patrol's problem. A routine problem to be sure, since Saturday night drunk drivers are fairly commonplace. However the chase gets somewhat distasteful when a whiskey-fired armed madman and a dilapidated automobile combine. Coordinated by three-way radio, patrol cars in the vicinity converged on the area. They spent hour upon hour criss-crossing dusty country roads in an effort to trap their quarry. Midnight passed. Theoretically they were off duty. At two o'clock the weary officers gave up, confident though that the sodden culprit was off the highway at least. But even so one of the troopers took a swing out his regular patrol route, abandoned during the hunt, before checking out for the night.

Other officers, in other places pursuing speeders or en route to jail with drunken drivers, watched their shoulders, and stayed with it. Saturday night doesn't end for the Highway Patrol until traffic is down to a bare minimum, often in the wee hours of the morning. Minor thorns in the side of the highway troopers are the sparkers. The couples who park unlighted cars in desolate areas "listening to the radio" as most of them say. Dan Cupid has his way as far as the Highway Patrol is concerned, unless the car

Child Labor Law Affects Farmer

The Federal Child Labor Laws prohibit employment of children under 16 years of age in agriculture during the hours school is in session, if the products grown on the farm are to be shipped in interstate commerce.

This is pointed out by Dr. C. H. Ratchford, in charge of farm management and marketing, State College Extension Service, who urges all farmers to become familiar with provisions of these laws.

A farmer, says Dr. Ratchford, may use his own children, but he is violating the law if he hires children of his neighbors or others.

the heaviest, or any night the 500 men of the State Highway Patrol are rolling to protect life and property on the highways. But Saturday night is when they are just a little more alert, ready to intercept the careless, drunken, urday night caprice.

ers, including the children of migratory workers, during the hours school is in session in the district where the children are living.

The specialists adds that a child under 16 years of age may work on a school day, before or after the hours school is in session, provided the hours worked do not exceed three hours per day or total more than 18 hours per week. Work performed before or after school hours must be between 7 a. m. and 7 p. m.

Further information may be obtained from Forrest H. Shuford, Commissioner of Labor, Raleigh.

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YOUR VOTE AND SUPPORT APPRECIATED

STATE COLLEGE ANSWERS TIMELY FARM QUESTIONS

QUESTION: What varieties of black walnut are suitable for planting in North Carolina?

ANSWER: The Ohio, Stabler, and Thomas are recommended. The Thomas is probably the best-known variety. Its nuts are medium to large, wider than thick, quite thin-shelled, and crack very well. The kernels are plump, light colored, and well-flavored.

Nut trees grown from seed seldom reproduce themselves true to variety. Therefore budded or grafted trees are best. Some seedling trees will, however, produce nuts of excellent quality.

QUESTION: When should grain sorghum be planted?

ANSWER: Planting between June 15 and 30 is preferred. How-

ever, sorghums can be planted as late as July 15 following such crops as small grain, Irish potatoes, and early truck crops. This is possible because they mature in 90 to 110 days.

A shortage of feed grains is expected this year. Farmers whose lespezoza crop has failed following small grain might well consider plowing up the lespezoza and seeding the land to grain sorghum. Agronomists at State College say sorghums are drought-resistant and are well-suited to some of the Piedmont soils where corn frequently suffers from dry weather. The grain has a feeding value equal to 90 to 100 per cent that of corn. If a low-growing type is used, it can be combined.

Cities Must Get Their Names In Pot To Share In Powell Street Money

RALEIGH. — Cities and towns have been told to get their names in the pot between July 1 and July 21 if they want a slice of 1952 Powell Bill funds.

About five million dollars will be divided up between eligible incorporated cities and towns, based half on population and half on non-state system street mileage.

Highway Chairman Henry Jordan, in a letter mailed today, advised mayors of the state's cities and towns of the deadlines for filing necessary data with the Highway Commission.

Chairman Jordan advised the mayors that the Highway Commission is required by law to determine which towns and cities are eligible to receive Powell Bill street aid allocations, and also to compute allocations for all eligible towns. These computations are based half on population and half on non-system street mileage. The Commission has the population data, he said, but it will be necessary for the towns and cities to furnish street mileage data and maps.

Along with his letter, Jordan sent a form of certified statement which must be executed and returned to Statistics and Planning Engineer James S. Burch between July 1 and July 21, furnishing information on the last municipal election, information on tax rates, and especially data on non-system street mileage. It must be certified by a registered engineer or registered land surveyor, as well as the

mayor and town clerk. Along with that must be sent a map showing the local street system and mileage.

Failure to file the necessary certificates between July 1 and July 21 will mean that the town or city will be barred from any 1952 Powell Bill benefits, Chairman Jordan warned.

"There can be no exception and no extension," he warned. "We urge, therefore, that you take the necessary steps to have the map work done during May and June to avoid any possibility of delay," Jordan added.

The Powell Bill provides that street aid allocations from one-half cent of the State's motor fuel tax be paid cities and towns by October 1 of each year. These certificates of eligibility and mileage figures must be submitted for all eligible towns in advance to allow time to compute allocations for each city and town.

In addition to this, and entirely separate from the current 1952 allocations, Chairman Jordan reminded the mayors that the law requires every town receiving Powell Bill money during the last year to submit a report to the Highway Commission on receipts and expenditures of Powell Bill money.

Jordan also sent a suggested form for reporting on last year's Powell Bill aid, reminding the mayors that a report similar to the suggested form must be prepared and returned to Statistics and Planning Engineer Much on or before August 1, 1952.

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