

American Legion Auxiliary Will Sell Poppies May 20

Memories of the war dead always bring thoughts of those who did not die but came back doomed to years of hardship and suffering, sometimes worse than death. In the poppy was found a way to link the honoring of the dead with service for the living victims of World War I, World War 2, and the Korean War.

The idea of the poppy as a memorial flower for the World War dead sprang up as naturally as the little wild flower itself grows in the fields of France and Flanders. The flower was the one touch of beauty which survived amid the hideous destruction of war. Along the edge of the trenches, beneath the tangled barbed wire, about the ragged shell holes and over the fresh graves it raised its brave red blossom. It seemed to be the one immortal thing where death reigned. The soldiers of all our wars and of all nations came to look upon it as the living symbol of the sacrifices of their dead comrades.

The crepe paper poppy was selected as the official poppy of the American Legion and Auxiliary because it provided the maximum of work for the disabled men in our veteran hospitals. The hours for sick men in the hospitals throughout our land are long and monotonous and these men make the bright red poppies for which they are paid. This occupation often saves a veteran and his family from becoming complete objects of charity, and gives them a new interest in life.

On Saturday May 20th little red poppies will bloom on millions of coats throughout America expressing the reverence that is always in our hearts for the men who died for our country.

Members of the American Legion Auxiliary to Post #96 will be on the streets of Murphy to sell our veterans poppies. Buy one, and wear it proudly!

In 1753 the Moravians settled in North Carolina on a 98,985 acre tract known as Wachovia, Salem, the central town in this area, was begun in 1766.

Fishermen Caused Three-Fourths of Fatal Boating Accidents in 1960

By Jim Lee
- RALEIGH - April 23 - Who is the person most likely to be involved in a boating accident? Is it the reckless teenager who buzzes across an inland lake in a sleek runabout powered by 70 horses or more, towing one or two grinning water skiers and leaving in his wake a horde of fist-shaking fishermen? Or is it the fisherman himself, casting quietly from his small wooden boat powered by something less than 10 horsepower, trying his luck on one of North Carolina's inland rivers?

The answer is surprising. When the North Carolina Boating Safety Act of 1959 was drafted, particular attention was paid to the water skier and to the other operators of high-powered craft, and some even proposed that licenses be issued for operators to hold the reckless teenager in check.

The fisherman was given credit for his quiet and supposedly safe operation, with boats powered by 10 horsepower or less exempted from the registration and life preserver requirements of the act.

YET, THE FISHERMAN, WHETHER FISHING FROM A 10-FOOT FLOATING COFFIN OR AN 18-FOOT RIG COSTING IN THE THOUSANDS, ACCOUNTED FOR THREE-FOURTHS OF THE FATAL ACCIDENTS IN 1960.

Reports Tell the Story Under the North Carolina boating law, operators of all boats involved in accidents causing death, injury, or property damage in excess of \$100 must file a written report with the Wildlife Resources Commission. This agency supervises administration, enforcement, and education in boating safety under the act.

The Wildlife Commission received reports of 79 accidents in 1960, involving 100 boats (there were 21 collisions) and a death toll of 37. From these reports a picture is drawn, showing the important elements that contributed to the accidents. And from a study of these elements, a program can be designed to reduce at least some of the toll.

When and Where They Happened There were only two months (January and March) when no accidents were reported in 1960. The peak month was July, with 25 accidents and 7 deaths. But the death rate ran steadily through the year, with only a small peak during midsummer when most pleasure boats are on the water.

The conclusion? Even when the weather is too rough for the pleasure boater, the fisherman remains on the water. The first death in 1960 was a commercial fisherman who died of exposure during a sleet storm, and in early December the last deaths were recorded when four fishermen died.

Lakes led with the most accidents, 44% of the total. Yet the rivers led the death toll with 33% of the fatalities. Accidents in the ocean were few - only four were reported. Yet these four accidents claimed six dead. Conclusion? You're more apt to

have an accident on a lake, but you're more apt to be a fatality on a river or in the ocean.

From Sailboats to Yachts While accidents were reported involving everything from sailboats to yachts, the leader was the wooden, open outboard. Leading length was 14 to 15 feet, with 52% of the total. Leading horsepower in the all-accident rate was the 26-100 horsepower class, with 66%. But the leading horsepower class in fatalities was the 1-10 group with 45%.

Three deaths came in boats with no power, so the combined total of deaths shows the unregistered boat leading with 55% of the deaths - despite the fact that unregistered boats recorded only 19% of the total accidents.

Fishing Seems Most Dangerous One of the most striking revelations of the 1960 figures is the activity of the boater at the time of the accident. Although the leading activity in all accidents was simply cruising - 40% of the total - the fisherman accounted for three-fourths of fatalities.

And the man who was cruising accounted for just one fatality despite the high percentage of cruisers in the all-accident rate.

The water skier was involved in 14% of all accidents, but there was just one fatality connected with this sport.

Less Spectacular But More Deadly Collisions between two vessels was the leading cause of accidents during 1960, accounting for 28% of the accidents. Other types of collisions also figured in the total, with breakwaters, submerged logs, swimmers and skiers involved in spectacular collisions. More than half the accidents were collisions of some sort, but resulted in only 18% of the fatalities.

Less spectacular but more deadly were accidents involving just one boat. Capsizing was the leading cause of fatal accidents, with 48% of the total. Jumping or falling overboard followed with 22%, while 9% of the fatalities resulted from swamping.

Age and Experience Apparently the teenage operator doesn't deserve all the criticism that he receives. Operators under 18 figured in only 5% of the accidents, and none was fatal. The man most often involved was between the ages of 25 and 34, with the 18-24 age group next.

Experience didn't appear to be a significant factor, since the least experienced operators had the fewest accidents, while the old hand with more than 500 hours of boating experience led with 49% of the accidents.

Reducing the Toll The purpose of the North Carolina Boating Safety Act is to reduce the number of boating accidents. Three tools are provided: regulation, enforcement, and education. Certain factors in the 1960 totals stand out prominently, and suggest courses of action that might be followed.

Each person who studies the report will come to his own conclusions as to the courses of action that should

be followed. But a common thread seems to run through all of the figures, and this writer sees two courses of action as desirable.

1. According to the best available figures, boats powered by 10 horsepower or less make up only 16% of the powered boats in North Carolina. Yet these boats accounted for half the fatal accidents.

Additional emphasis is needed in education and enforcement for this category, and it seems to the writer only fair that owners of these boats assume their share of the cost, by registering and paying the \$3.00 annual fee as do larger boats.

2. Boats powered by 10 horsepower or less are not now required to carry life

preservers. With the high death toll among these boats, especially from falls overboard and from capsizing, the writer is convinced that extending the life preserver requirement to all vessels, powered or not, would materially reduce the number of fatalities.

Other restrictive measures have been suggested, such as

operators' licenses and zoning. For the present the writer is convinced that such restriction is not justified by the accident records. What is indicated is a definite need for more awareness of the danger to the ordinary water sportsman - you are never more than inches from death when you're careless with a boat.

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COBLE

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A Backward Glance

30 YEARS AGO, MAY 8, 1931 Rev. Howard F. Powell will preach at Grape Creek Methodist Church, Sunday evening, May 12th, 1931 at 2 p.m. Murphy time.

Mr. Frank Taylor of Topton spent several days here last week.

Mrs. Dale Lee is visiting her sister, Mrs. Harry McBrayer, at Anderson, S. C.

Mrs. Giles Cover and Mrs. W. T. Forsyth were visitors in town Tuesday.

Mrs. W. M. Fain and little daughter Mary Pater, returned home Sunday from a visit to friends and relatives at Knoxville, Tenn.

Mr. John Davidson of Asheville, spent Sunday with his parents, Mr. and Mrs. Neil Davidson.

Miss Christine Bowles of Cherokee spent the week-end with her brother and sister-in-law, Mr. and Mrs. Humes Bowles.

20 YEARS AGO, May 8, 1941

Mrs. Orin Peavy and little daughter of Albany, Ga., are visiting here with Mrs. Dixie Palmer.

Mr. and Mrs. J. B. Hall of Marble have announced the marriage of their daughter, Ruby Henry, to James Bryson Jr., son of J. H. Bryson of Marble.

The ceremony was performed at the home of Mr. and Mrs. V. I. Butt in Blairsville, Ga. on April 17.

Mr. and Mrs. Bryson are both graduates of Andrews High School. They will make their home in Marble.

Dr. and Mrs. J. N. Hill Jr., announce the birth of a son, on Thursday, May 1.

Joe Hamilton was a visitor in Gainesville Sunday.

10 YEARS AGO

MAY 10, 1951
Mr. and Mrs. Virgil Hembree of Murphy announce the birth of a son, May 3.

Mr. and Mrs. Alden Coward of Murphy announce the birth of a daughter, May 4.

Miss Clarissa Kincaid of Rome, Ga., spent the week-end here with her sister, Mrs. R. H. Foard.

Mr. and Mrs. Robert Palmer of Youngstown, Ohio, came Tuesday for a visit with Mrs. Palmer's mother, Mrs. Dixie Palmer.

Miss Nancy Meroney visited Miss Margaret Meroney at

WCTC for May Day exercises Friday.

Mr. and Mrs. Ben Vaught and children, Carol Sue and Ben of Chattanooga, spent Sunday in Murphy.

AMONG THE SICK

Patients admitted to Providence Hospital: Mrs. Evelyn Chance, Murphy; Judy Palmer, Rt. 1, Marble; Mrs. James McClure, Rt. 2, Hayesville; Mrs. Willis Johnson, Murphy; Mrs. Dorcus Hampton, Rt. 2, Murphy; Frank Adams, Andrews; Aud Garland, Rt. 4, Murphy; Sheridan Chambers, Murphy; Milton Robinson, Blairsville, Ga.; Mrs. Donnie Moore, Murphy; Mrs. Rosie Hayes, Rt. 2, Murphy and Mrs. Herman Stiles, Rt. 4, Murphy.

Patients admitted to Murphy General Hospital: Patricia Lynn, Robbinsville.

Social

Security News

When you file for social security there is a way that you can speed up your first check. Knowing what papers are needed will speed up your claim, according to Grady Grubbs, field representative of the social security office, before you retire, will often save you extra trips to the office. It will also speed up the payment of your first check after filing your application for payments.

Generally, a person filing for social security needs evidence of his last year's earnings. The person who has worked as an employee should bring in a copy of his W-2 form for 1960. The self-employed person should bring in a copy of his 1960 income tax return, including the Schedule C or Schedule F, and the cancelled check or money-order receipt showing that the tax has been paid. You can find out what other documents will be needed from your district office.

Your Social Security District Office is located at 40 North French Broad, Asheville, N. C. Mr. Grubbs will be at the courthouse in Murphy on the first and third Mondays and Tuesdays each month to give information and assistance to Cherokee County residents.