

SCOUTS WIN PROMOTIONS AT MONTHLY HONOR COURT

Clyde Schlagenhauf, of Troop 13, Gastonia, has been recommended for the Eagle Scout award. He will probably get the rank at the Court of Honor next month.

E. Burke Fowler, judge, and R. M. Schiele, secretary of the court, announced that Star Scout awards were made Monday night to the following Boy Scouts: Bud Wofford of Troop 13, Gastonia; John Cline of Troop 11, Gastonia; Dan Sayers of Troop 7, Gastonia; Jake Gray of Troop 7, Gastonia; and W. F. Craig Jr., of Troop 2, Cherryville.

Troop 1, Gastonia, won the attendance and advancement banners.

The tenderfoot rank was given to Neal Tate, Troop 9, Gastonia; Marvin Pennington, Troop 12, Gastonia; Roger Barber, Troop 28, Gastonia; Randy Mauney, Troop 28, Gastonia; Jimmy Patterson, Troop 1, Bessemer City; Forrest Benny Barber, Troop 1, Bessemer City; Lanny Barnes, Troop 1, Bessemer City; Richard Sigmon, Troop 4, Cherryville; Edgar Holbrook, Troop 1, Bessemer City.

Second Class rank: Ralph Michaels, Troop 14, Gastonia; Ronnie Beaver, Troop 12, Gastonia; L. C. Beaver, Troop 12, Gastonia; Jimmy Swaney, Troop 12, Gastonia; Donald Ballard, Troop 1, Bessemer City; Tommy Brackett, Troop 1, Bessemer City; Charles Norwood, Troop 1, Bessemer City; and Billy Naylor, Troop 2, Cherryville.

First Class rank: Paul Deal Jr., Troop 8, Gastonia; Roger Wilson, Troop 6, Gastonia; Walter Padgett, Troop 2, Gastonia; Don Brown, Troop 2, Gastonia; Terry Heaver, Troop 1, Gastonia; Charles R. Cook, Troop 2, Cherryville; Gerald Yount, Troop 4, Cherryville; Kent Seism, Troop 4, Cherryville; Alonzo Morrison, Troop 4, Cherryville.

The bronze explorer award went to Clyde Simmons of Troop 28, Gastonia.

The gold explorer award went to William Hannah of Troop 1, Bessemer City, and Sammy Wyatt of Troop 1, Bessemer City.

The navigation rating in exploring went to Eugene Greene of Troop 1, Bessemer City.

Clyde Simmons of Troop 28, Gastonia, was recognized for outdoor skills in exploring.

Sammy Wyatt of Troop 1, Bessemer City, was given an award in communications in ex-

ploring.

MERIT BADGES
Agriculture: Vello Kruuskraa and Gerry Douglas, Troop 1, Cherryville.
Astronomy: Billy Dryer, Troop 1, Bessemer City.
Athletics: Mickey Blackwell, Troop 1, Gastonia.
Citizenship in Community: Johnny Parks, Troop 11, Gastonia; John Cloninger, Troop 1, Dallas; Raymond Putnam, Troop 1, Gastonia; Skip Schlagenhauf, Troop 13, Gastonia; Rogert Stewart, Troop 1, Gastonia.
Citizenship in Home: Richard Sisk and Howard Robinson, Troop 1, Bessemer City; Fred Justice, Troop 1, Harden; Bobby Peeler, Troop 4, Cherryville.
Citizenship in Nation: Vello Kruuskraa and Gerry Douglas, Troop 1, Cherryville; Harry Morrison Jr., Troop 28, Gastonia.
Cooking: Bobby Honeycutt, Troop 12, Gastonia; George Jenkins and John Knox, Troop 14, Gastonia; Donald Littlejohn, Troop 2, Cherryville; Wayne Honeycutt, Troop 28, Gastonia; Glenn Lowrance, Troop 31, Gastonia.
Dog care: Harry Morrison Jr., Troop 28, Gastonia.
Farm home planning: Steve Brown and Bobby Honeycutt, Troop 12, Gastonia.
Firemanship: Eddie Moton, Troop 21, Gastonia; Boyd Davis, Troop 27, Gastonia; Reggie Moton, Troop 27, Gastonia; Charles Quinn, Troop 2, Cherryville; John Knox, Troop 14, Gastonia; George Lohr, Troop 2, Cherryville; Harold Kester, Troop 4, Cherryville; Jimmy Moton, Troop 27, Gastonia; Harry Cordell, Troop 12, Gastonia; Steve Brown, Troop 12, Gastonia; Robert Peeler, Troop 12, Gastonia; Bobby Peeler, Troop 4, Cherryville.

First aid: Billy Dryer, Troop 1, Bessemer City; Howard Robinson, Jr., Troop 1, Bessemer City; Richard Sisk, Troop 1, Bessemer City; Glenn Lowrance, Troop 31, Gastonia.
Hiking: Mickey Blackwell, Troop 1, Gastonia.
Home repairs: Reggie Moton, Troop 27, Gastonia; Tommy Dodgen, Troop 28, Gastonia; Wayne Honeycutt, Troop 28, Gastonia; Harry Cordell, Troop 12, Gastonia; Bobby Philbeck, Troop 12, Gastonia; Everett Hibberts, Troop 14, Gastonia; Lanny Heavener, Troop 12, Gastonia; Jerry Hibberts, Troop 14, Gastonia; Frank

lin Propst, Troop 1, Harden; David Cook, Troop 1, Harden; Charles Cook, Troop 2, Cherryville; Dickie Ledford, Troop 2, Cherryville; Lee Varney, Troop 31, Gastonia; Gerald Yount, Troop 4, Cherryville; Alonzo Morrison, Troop 4, Cherryville; Kenty Seism, Troop 4, Cherryville.
Leatherwork: Rudy Fender, Troop 28, Gastonia.
Music: Rex Byrd, Troop 1, Olney.
Painting: Michael Pearson, Troop 14, Gastonia; Bill Whinnant, Troop 11, Gastonia; Richard Stapleton, Troop 11, Gastonia; Burl Madren, Troop 6, Gastonia.
Personal fitness: Tom Cox Jr., Troop 6, Gastonia.
Photography: Jimmy Norris, Troop 11, Gastonia.
Plumbing: George Jenkins, Michael Pearson and Steve Ferguson, Troop 14, Gastonia.
Poultry keeping: William Hannah, Troop 1, Bessemer City.
Public health: Thomas Kincaid, Troop 1, Dallas.
Public speaking: William Hannah, Troop 1, Bessemer City.
Reading: Jay Hinds, Troop 13, Gastonia; Larry Morrow and Reid McCarter, Troop 14, Gastonia; Danny Blackwell, Troop 2, Cherryville.
Safety: Skip Schlagenhauf, Troop 13, Gastonia.
Scholarship: Stan Robinson, Bobby Wilson, Wilson Hemphill, Troop 1, Olney; Eddie Moton, Troop 27, Gastonia; John Cloninger, Troop 1, Dallas.
Soil and water conservation: Dennis Anthony and Donald Cooke, Troop 4, Cherryville.
Swimming: Jay Hinds, Troop 13, Gastonia.
Weather: Eugene Greene, Troop 1, Bessemer City.
Wildlife management: Ronald Cooke and Dennis Anthony, Troop 4, Cherryville.

America's Traffic Tangle Termed "Masterpiece Of Misunderstanding"

Louisville, Ky., Jan. 19.—America's traffic tangle, which costs the nation thousands of dead, millions of maimed and billions of property damaged, was described today as a "masterpiece of misunderstanding" by Paul H. Blaisdell, traffic safety director of the Association of Casualty and Surety Companies.

Speaking at a meeting here of the Kentucky Petroleum Market Association, Mr. Blaisdell

blamed the driving public, public officials, traffic administrators, automotive manufacturers and petroleum processors for a four-pointed misunderstanding of the traffic problem which "leads to daily highway disaster."

"First," Mr. Blaisdell declared, "the nation is wrong in its belief in the infallibility of technology. It is not surprising that we, as a people, are certain that technology can solve all of our problems. We have built a way of life on our mechanized ability and the labor-saving efficiency of the machine. It's easy to expect the same application of science to rid us of the menace of highway traffic, because it relieves us of all personal responsibility. Our most popular answer to the problem is that if we built enough good roads and enough good vehicles for those roads, our traffic woes would be over. So our technology has produced the 'superhighway' and the automobile industry has inaugurated the 'horsepower sweepstakes.'"

"But into this technological paradise we inject the same old human being with the same old reactions, vision defects, emotional disturbances and intellectual capacity which were his when the first Macadam surface, two-wheel brakes and gas headlights represented the acme of our highway and automotive progress. We have built a superman complex into the modern driver, while God has yet to turn out a new model with a turbo-jet brain, cometary-powered eyesight or a superperisshatting nervous system. Through our own misunderstanding of our human weaknesses, the technology which could give us better highways and traffic has built us a booby trap."

Mr. Blaisdell listed "an exaggerated sense of fair play" as the second element of misunderstanding leading to traffic trouble. "Many years ago," he said, "we created a police power to maintain the peace and dignity of the state. Then we started to handicap that police power with technical restraints which tended to give all the breaks to any alleged violator. No right thinking citizen of the United States could believe in an uncurbed police power, but it's ludicrous to complain about the traffic law violator while refusing to give the police the machinery of enforcement!"

"All any driver needs to do to avoid entanglement with the law," the traffic expert continued, "is to live by the rules. When the rules of good driving are violated, the culprit is already outside any known pattern of fair play. Why must the police be greater perfectionists in their assigned task of public protection?"

Mr. Blaisdell listed chemical tests for driver intoxication, radar speed control devices and driver license revocation among strong enforcement tools against which the false sense of fair play has been leveled. He called upon the courts to accept evidence gathered by the tests or by radar and to resort more frequently to license revocation as a means of violation control.

Third element of traffic misunderstanding listed by the speaker was what he called "statistical stupefaction." He pointed to confusion which arises in the mind of the average person when he hears, on the one hand, that total numbers of persons killed or injured on the highways are growing every year and, on the other hand, that the traffic death rate is getting lower.

Mr. Blaisdell explained that the death rate is figured on the basis of the number of fatalities per 100,000,000 car miles driven and the mileage is figured on the basis of the number of gallons of gasoline being sold throughout the country. "From this rather tenuous equation we come up with a traffic death rate," he said. "And that death rate is falling and has been falling for several years. But the number of people killed on the highways has steadily increased. So this piece of statistical prestidigitation only confuses us, when the one true yardstick of highway safety is total traffic casualties."

Other statistical shortcomings, Mr. Blaisdell said, lead to the false belief that a small percentage of the driving public causes the vast majority of accidents or that a "safe" speed limit can be left to the judgement of the individual driver.

Mr. Blaisdell's fourth factor, "the supreme egotism of the individual," leads, he said, to the false belief that freedom to drive a car is a right instead of a state-granted privilege, or that an accident can only happen to the other guy. "Hospital beds are filled with the victims and morgues piled high with the bodies of those whose highway egomania proved to be too thin a thread to sustain life. When the moment arrives that individuals accept the responsibility for their own performance as highway users, safety on the roads will be a reality instead of an objective."

Gardner-Webb Plans \$100,000 Memorial Endowment Drive

Boiling Springs—Gardner Webb College plans to raise a \$100,000

endowment as a memorial to the Rev. John W. Suttle. The plan was approved by the college trustees in session Monday.

The drive for the Suttle Memorial Endowment will be officially launched in April. The Rev. Suttle will reach his 83rd birthday anniversary April 7, and Christian Education Day will be observed April 24. The goal is expected to be reached by that date.

The endowment will be used to supplement work of the church and community development program operated by Gardner-Webb. This department assists small and rural churches in improving their programs, and it also conducts the adult education program. This year close to 2,000 people still study in adult education schools operated by the department in associations throughout Piedmont North Carolina and upper South Carolina.

Rev. Suttle, a native of Cleveland county, retired last year after more than 65 years as an active Baptist preacher. His record is one of the most remarkable ever attained among Southern Baptists.

From 1890 to 1954 the "Little Preacher" as he is affectionately called, was pastor of 37 Baptist Churches in North and South Carolina. He baptized over 10,000 people. Friends say he may have preached 30,000 sermons.

For 28 years he was pastor of five to seven churches at all times and was pastor of five churches on his 80th birthday. He retired as pastor of his last two charges last year; Double Springs, after 37 years as pastor; and Beaver Dam after 20 years. He was baptized at Beaver Dam 75 years ago.

John Suttle's fame as a preacher of the Gospel is more than local. In 1948 he was elected president of the Baptist State Convention. He gave up that position after one year because of illness. He was moderator of the Kings Mountain Baptist Association for 40 years, retiring from that post in 1952. For many years he has been a staunch friend and devoted trustee of Gardner-Webb College.

John William Suttle was born April 7, 1872, in Cleveland county. He was one of seven children of Charles Beattie Suttle and Jane Wray Suttle. He grew up on a farm, and he swears the reason he walks with a pronounced limp is from "cradling" so much wheat as a youth.

As a young preacher in his first pastorate, John Suttle met and married Miss Leila Pierson, daughter of a distinguished South Carolina family. This was in 1893, and he was pastor of the First Baptist Church in Blacksburg, S. C. The couple have three daughters and a son. After 62 years of marriage, the little preacher still has a twinkle in his eye as he speaks fondly of his wife as "the boss."

Although he has officially retired, Rev. Suttle still preaches every Sunday, and is booked for more than a year in advance.

New Method To Combat Cattle Grub Is Announced

Veterinary scientists, searching for better ways to control cattle grubs, have come up with another new angle of attack, the American Foundation for Animal Health has announced.

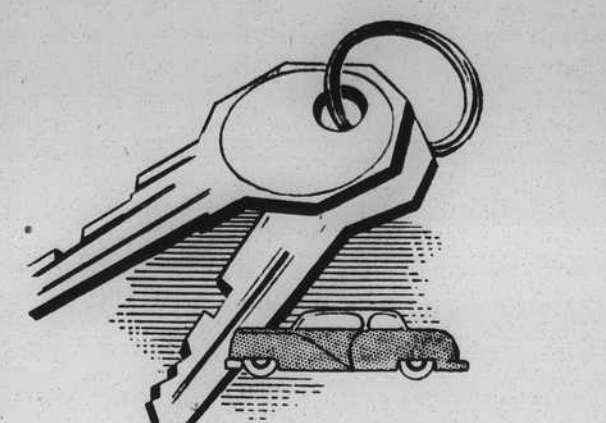
Research veterinarians of the U. S. Department of Agriculture have reported encouraging results with daily intake of phenothiazine during the months when heel flies deposit eggs on the legs of cattle. The drugs are absorbed into the animal's blood stream so they can attack grubs before extensive damage is done.

Treated cattle averaged some 80 per cent fewer grubs than untreated animals, and some were completely free of infestation.

Grubs are the larvae of the heel fly. They burrow into the animal from eggs deposited on the hide by the adult fly. After living within cattle several months, they puncture their way out again, usually through the back, and in so doing cost the livestock industry millions of dollars every year in damaged hides and prime meat cuts.

Some success in cattle grub control also has been reported with drug injections which accomplish much the same results as the feeding program, according to the Foundation, but more research is necessary.

The present common method of control by spraying or dusting cattle is considered unsatisfactory. It does not prevent all damage to the hide, inasmuch as treatment cannot be started until the grubs are present under the skin of the back.



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<p style="margin: 0;">FRESH LB. TOMATOES 10c</p> <p style="margin: 0;">BUNCH LB. TURNIPS . 25c</p>	<p style="margin: 0;">10 LBS. NO. 1 IRISH POTATOES 39c</p> <p style="margin: 0;">SWEET LB. POTATOES . 10c</p>	<p style="margin: 0;">NO. 2 1/2 CAN SPICE PEACHES 19c</p> <p style="margin: 0;">1 LB. PURE BLACK PEPPER 99c</p> <p style="margin: 0;">200 SHEETS KLEENEX 15c</p>
<p style="margin: 0;">FFV CRACKERS 19c lb.</p>	<p style="margin: 0;">1 LB. BOX STRIETMANN CRACKERS 25c</p> <p style="margin: 0;">MRS. FILBERT'S OLEO 30c lb.</p>	<p style="margin: 0; font-size: 2em;">H & H GROCERY</p> <p style="margin: 0;">216 S. Mtn. St. DIAL 6091 WE DELIVER MON HALLMAN BILL HAYES</p>