

ASC Chairman Urges Observation Of Rule On Cotton Acreage

Farmers will find it considerably to their advantage to plant within their cotton acreage allotments this year, Leonidas L. Lane, chairman of the Perquimans County ASC Committee, reminded growers today.

It is fairly well understood, Mr. Lane explained, that under the cotton marketing quota-acreage allotment program, each pound of excess cotton grown by farmers who do not comply with their cotton allotments will be subject to a penalty.

What's not always understood or remembered is the fact that a grower who does not plant within his cotton allotment will lose any cost-sharing assistance which might otherwise be available to him under the Agricultural Conservation Program, and his cotton likewise will not be eligible for a government price support loan.

So it's to the grower's financial advantage to grow only his share of the national cotton marketing quota—which is the amount of cotton produced from his acreage allotment. Of course all cotton grown within the al-

lotment may be marketed free. Cotton marketing quotas were approved by 94 per cent of the growers who voted in a national referendum on the question last December. The quotas are made operative through acreage allotments, which are established for states, counties and individual farms.

1953 Worst Year For Auto Accidents

The worst automobile accident toll in the nation's history—more than two million casualties—was recorded in 1953, according to figures released by The Travelers Insurance Companies.

Traffic deaths totaled 38,500, an increase of 900 over 1952. The injury count reached 2,140,000 compared to 2,090,000 for the previous year.

The totals are statistics from "The Passing Scene," twentieth in an annual series of traffic accident data booklets published by The Travelers. Accident facts from every state in the country are collected and analyzed for the publication by Travelers statisticians.

Excessive speed was the most dangerous driving mistake in 1953. Speed killed 13,879 persons and injured more than 600,000. Drivers under 25 years of age were involved in almost 25

per cent of the year's fatal accidents although they constitute only about 15 per cent of the total of all drivers.

Week-end crashes accounted for 15,800 killed and 800,000 hurt during 1953. Forty-one per cent of the deaths and 36 per cent of the injuries occurred on Saturdays and Sundays last year.

The pedestrian record reflected the third consecutive year of improvement. Booklet figures show pedestrian casualties reduced by 50 to 8,600. Crossing between intersections, "jay walking," still is the chief cause of pedestrian deaths and injuries.

"The Passing Scene" also reports that three out of four 1953 auto accidents happened to passenger cars driving in clear weather on dry roads.

Eighty per cent of vehicles involved in fatal accidents were traveling straight ahead.

Saturday was the most dangerous day of the week to drive.

1953 was the fourth consecutive year of increase in the death toll.

State Is Unprepared To Withstand Any Major Enemy Attack

In a clarion call to governing bodies of each political subdivision to remedy the situation, State Civil Defense Director Edward F. Griffin says that North Carolina is not prepared to withstand any kind of enemy attack—atomic, hydrogen or otherwise. Griffin called the situation critical.

"Until every county and every town has a properly functioning Civil Defense Corps, operating under a director appointed by the governing body of that political subdivision, until each community has adequate warning system, until a Ground Observer Post is established at the eight-mile intervals prescribed by Air Defense Command, we will remain vulnerable," the director stated.

Referring to the hydrogen bomb, he called it a development of world shaking.

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ing significance. "In North Carolina there are no "critical target" cities, such as might be selected as likely targets for a weapon of the destructive power of a hydrogen bomb, but that does not mean that we will not be af-

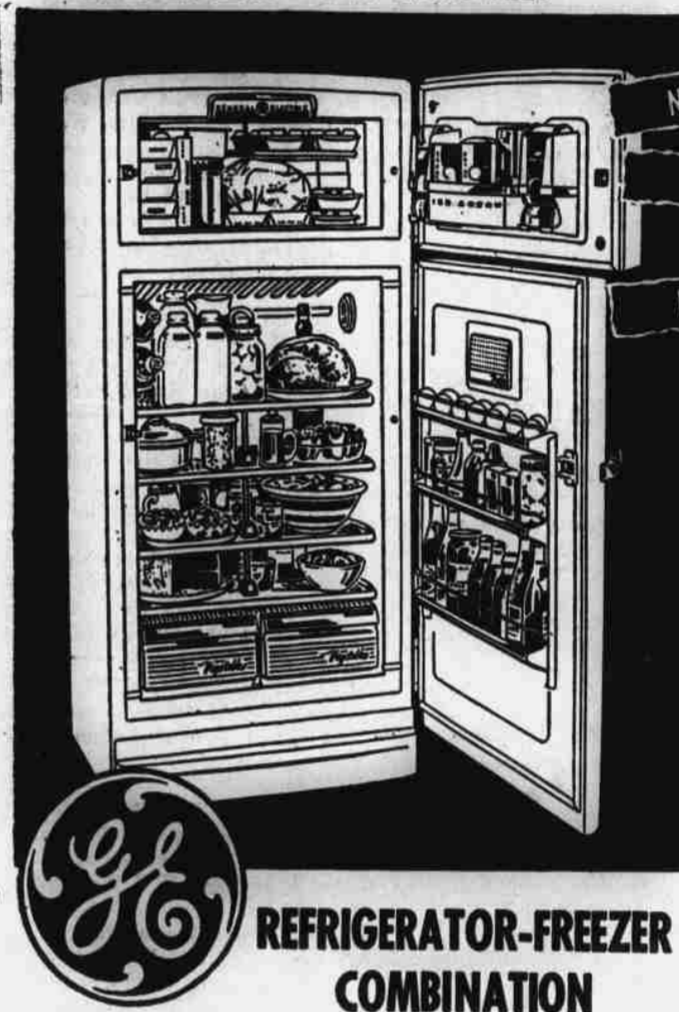
fecting if one should be used on any one of several such strategic targets in adjoining states", he said. "We have plenty of target cities but no "critical targets."

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