



**SISTERS TO WED**—Miss Dorothy Elizabeth White, right, and Miss Ruthanna White, left, daughters of Mr. and Mrs. V. R. White of 1414 Fort Bragg Road, Fayetteville, N. C., are planning a double wedding February 11 at 4:30 P. M., in the First Presbyterian Church in Fayetteville. Dorothy is marrying Robert William Hartley of Memphis and Bound Brook, N. J. Dorothy is a graduate of Meredith College and is studying art for her second year in the Boston Museum School of Fine Arts. Ruthanna attended Meredith College for two years, and is a graduate of Duke University and the Duke School of Nursing. Mr. Hartley, son of Dr. and Mrs. R. W. Hartley of Fallbrook, California, is a graduate of Yale and working on his thesis to complete his Ph.D. at M. L. T. in Cambridge. Mr. Holmes, son of Mrs. Stacy D. Holmes of Fayetteville and the late Mr. Holmes, is a graduate of N. C. State and is doing research in textile chemistry with the American Cyanamid Company in Bound Brook, N. J.

**Found**  
Two men were talking together in the public library. Said one: "The dime novel has gone. I wonder where it's gone to?"  
The other, who knew something of literature in its various phases, answered cynically: "It's gone to two dollars and fifty cents."

**SENATOR KERR SCOTT IS OPPOSED TO ADMINISTRATION'S NEW FARM BILL**

A telegram to The Weekly Wednesday morning was to the effect that Senator W. Kerr Scott says the Eisenhower Administration's

management and labor working, not at cross purposes, but for the same ends. The greatest tragedy

farm bill now pending before Congress "will cause undue hardships" on peanut growers in North Carolina if enacted into law.

The Administration bill would eliminate provisions in the present law that provide for a minimum peanut acreage allotment of 1.6 million acres.

"If the present minimum is cut out," Scott said, "it will mean that North Carolina peanut growers will probably be faced with drastic acreage reductions."

Scott said that Virginia type peanuts, the type grown in North Carolina, are now in short supply. At the same time, he said, "there is a surplus of some 165,000 tons of Spanish and runner type peanuts."

"Apparently," Scott said, "the Administration wants to cut out the minimum acreage provisions in order to pave the way for drastic reductions in all types of peanut production. This would certainly remove the surplus in Spanish and runner peanuts, but it would make the Virginia type growers suffer for no cause at all."

The Senator said: "I don't see any reason at all for making the Virginia type growers pay the penalty for somebody else's surplus. Virginia types are in very short supply right now, and at least a 14 per cent increase in Virginia type acreage is needed to take care of today's demands. The Secretary of Agriculture has the authority to correct the whole situation by giving Virginia type growers an acreage increase if he will do so."

**PROSPECT NOW BRIGHT FOR FUTURE PREDICTION OF PRESIDENT OF NAM**

Atlanta, Ga.—The consensus of a great many business men from all parts of the country is that there will be more employment, better business conditions and more take-home pay in 1956 for the average employee, Cola G. Parker, newly elected president of the National Association of Manufacturers, has reported in his year-end statement. Industry, the prominent business executive predicted, will produce from three to five per cent more goods and services in the new year.

"There is no doubt whatsoever in my mind about this," Mr. Parker added. "We are moving upward on the economic charts into a period of prosperity, of expansion, of living standards higher than ever before."

The NAM president continued: "I think I can best sum up the business outlook for 1956 this way. The picture is bright. The picture is good. Our population grows at the rate of more than two and a half million a year. This means more jobs must be created, and more jobs can be created only if we have expanding markets and Americans with the faith and incentive to invest in the future. Wages may go up, yes, but wage increases are economically sound only when they do not exceed the increase in productivity."  
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of all would be, if in this greatest of all industrial nations, labor's craving for greater union security destroyed belief in the work of free men and women so that, on the threshold of a promising future, we lost everything," Mr. Parker concluded.

**The Driver's Clinic**

A question and answer column on traffic safety, driving and automobiles conducted for this newspaper by the State Department of Motor Vehicles.

**Question:** How can you tell if a noise is in your tires or the axle gears?  
**Answer:** Temporarily inflate your tires to about 50 pounds. Drive over the same road on which you first noticed the noise. If the noise disappears, the trouble was in

the tires.  
**Question:** How do you clean out the engine when it's flooded?  
**Answer:** Depress the clutch, cut off the ignition, press gas pedal all the way down, then turn the engine over several times with the starter, then try to start engine in the normal manner.

**Question:** What do you do immediately after driving through deep water?  
**Answer:** With the car in low or second gear and moving slowly, press down on the brake pedal lightly to allow the brakes to dry by friction until they hold firmly. Only then return to high gear drive.

**Question:** Why is it difficult for experienced drivers to change driving habits?  
**Answer:** A person's actions are controlled through habit patterning and continue your trip which enables us to make a routine decision with no thought. Habits are fine servants unless they lead us into trouble as bad driving habits will do. Once a driver has developed poor driving habits, no matter how experienced he may be, those habits constantly place his life in danger.

**Question:** What are tailgaters?  
**Answer:** Drivers who follow another car too closely.  
**Question:** How do you estimate a safe distance to follow a car ahead?  
**Answer:** About one car length

distance between you and the car ahead for each 10 miles per hour you are traveling.  
**HIGH INCOME GROUP UP**  
During the past five years, the \$10,000-and-up income group has grown by 90%. This class, which is economically important, includes the upper middle class, the well-to-do and the so-called rich. But it represents only 70% of the total number of families in the country.  
—The Kiplinger Letter

**Nagging Backache Sleepless Nights**

Nagging backache, headache, or muscular aches and pains may come on with over-exertion, emotional upsets or day to day stress and strain. And folks who eat and drink un- wisely sometimes suffer mild bladder irritation... with that restless, uncomfortable feeling.  
If you are miserable and worn out because of these discomforts, Doan's Pills often help by their pain relieving action, by their soothing effect to ease bladder irritation, and by their mild diuretic action through the kidneys—tending to increase the output of the 15 miles of kidney tubes.  
So if nagging backache makes you feel dragged-out, miserable... with restless, sleepless nights... don't wait... try Doan's Pills... get the same happy relief millions have enjoyed for over 60 years. Get Doan's Pills today!

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**the FORD V-8**

Just look at these official registration figures for the first 11 months—January through November, 1955

FORD V-8	Car Sales	Ford Sales Leadership
FORD V-8	1,241,742	.....
Car C-V-8	634,376	..... 607,852
Car P-V-8	262,870	..... 278,673
Car C-Six	845,153	..... 396,000
Car P-Six	334,540	..... 207,202

**Here's why!**

People just naturally go for 8 cylinders in the FORD package!  
And to a world record extent!  
Just think, in the first 11 months of 1955 alone, 344,496 more people bought Ford V-8's than bought the two other low-priced competitive eights combined! They even bought 396,589 more Ford V-8's than the next competitive Six!  
Of course, the reason the Ford V-8 is the largest selling eight-cylinder car in the world is that more people like its brand of performance—the kind that comes with the car!  
These people aren't amateurs in judging engines. Nearly 24 years of building Ford V-8's to supply their demand is convincing proof of that.  
And the Ford V-8 of today is the best yet... by a country mile!  
Smoother and quieter—you can scarcely hear it, even with the hood up! Safer—just ask the highway patrol officer who drives one. He knows it takes a Ford to catch a Ford!  
And, for the very practical question of durability—ask a Ford cab driver. He knows how Fords take it days on end.  
So, if it's performance that you want—and wrapped like a gift—the '56 Ford V-8 is your baby.  
Come in... try it today!

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