

Society News

(Cont'd from Society page)

Smith, Jr., and Miss Lida Ormand. A number of others plan to attend the night session.

Personals

Mr. Charles S. Williams is in Boston, Mass., on a business trip.

Mr. and Mrs. Harold Coggins returned last week from their wedding trip.

Mrs. O. W. Myers is in New York City.

Miss Sara Long of Spartanburg, S. C., spent the weekend in Kings Mountain.

Mrs. Annie Mae Howie and Miss Olive Harrell spent the weekend in Monroe.

Mr. and Mrs. Fulton Moore of Blacksburg were visitors with Mrs. Lee Harmon Saturday.

The friends of Mrs. J. F. Allison will regret to learn that she is still confined due to illness.

Mr. and Mrs. Frank Richards of Spartanburg and Miss Melba Settlemyre of Bolling Springs have been visiting Mrs. J. L. Settlemyre.

Mrs. R. N. Baird will visit her mother in Augusta, Ga., while Rev. Mr. Baird attends Synod at Bon Clarken.

Mrs. Charles Dilling has returned from a visit of several days at the

home of her mother at Covington, Ga.

Bill Davis and Miss Ruth Colbert of Albany, Ga., were guests of Mr. and Mrs. J. R. Davis during the week-end.

Mayor and Mrs. J. B. Thomason and County Commissioner and Mrs. Glee A. Bridges attended the dedication of the Charlotte Army Air Base Monday.

Mrs. Van Wrape and baby of Sevierville, Tenn., are visiting Mrs. Wrape's parents, Mr. and Mrs. J. F. Wrape, while Mr. Wrape is on a business trip to New York City.

Davy John Smith, Jr., of Goldsboro, spent the past week-end with Mr. and Mrs. Haywood E. Lynch and family.

Rev. H. C. Sprinkle, Jr., pastor of Central Methodist Church, will be in Louise, Miss., where he will conduct a series of services in the church and school there. He will also deliver some Bible Lectures.

Mr. J. R. Davis, local attorney, has been suffering from a hip injury for the past week but is now able to be at his office. Mr. Davis went to Charlotte Monday to consult a specialist.

Mrs. R. W. Northcutt and Ralph, Jr., have returned to their home after a visit in Kings Mountain. Miss Miss Mildred Anne Northcutt remained for a visit at the home of her grandmother, Mrs. H. N. Moss.

Among those from the A. R. P. Church who are attending the Synod at Bon Clarken are Mrs. Walter Dilling who left Tuesday to stay through the week, Mr. W. E. Blakeley who will attend the meeting as the elder from the church and Mrs. E. W. Neal who will attend services Saturday and return Sabbath.

Mrs. J. E. Aderholdt has returned from a week's stay in Charleston S. C., where she was a guest of Rev. and Mrs. C. K. Derrick. Rev. and Mrs. Derrick were visitors at the Aderholdt home here last week and were accompanied home by Mrs. Aderholdt who visited the gardens and other places of interest in and around Charleston.

Provisions of the 1941 Agricultural Conservation Program will be amended so as to permit the growing of peanuts for oil on any part of the cotton acreage allotment not used for cotton.

Familiarity Dangerous On Highways

Familiarity breeds accidents, the High Safety Division pointed out this week in releasing figures dealing with the residence of drivers pedestrians involved in accidents in North Carolina last year. According to the division's records approximately 70 per cent of all drivers involved in fatal accidents in the state last year lived within 25 miles of the place where the accidents occurred. And 98 percent of the 331 pedestrians killed in the state last year were killed within 25 miles of their homes.

"Familiarity breeds contempt for highway and traffic hazards, and accidents," commented Ronald Hocutt, director of the Highway Safety Division.

"When a person travels upon certain roads day after day, year in and year out, he begins to feel that he is familiar with every foot of those roads, and he tends to become contemptuous of the sharp curves, narrow bridges, intersections and other hazards on those roads. He does not think it necessary to be careful on roads he knows so well, so he permits his caution to lapse.

"Regardless of how familiar you are with any road," the safety director concluded, "you can not travel upon it in safety unless you are always prepared for the unexpected.

Washington Snapshots

(Cont'd from front page) who drove his car at 60 miles an hour because he wanted to get home before he ran out of gas!

Only time will tell for sure. But it ought to be pointed out that some optimists may be drawing far too sweeping conclusions from those first Mediation Board settlements and the wide attendant publicity.

Most experts are inclined to believe that a much better barometer can be found at the U. S. Conciliation Service, headed by Dr. John R. Steelman. Dr. Steelman's division regularly issues figures on the number of labor disputes to which conciliators have been assigned and they tell a graphic and disturbing story. Here are the figures:

Back in September of last year, conciliators were assigned to disputes at the rate of 54 a week. In January, the figure rose to 68; in February it stood at 82; in March, it was 94; and during the first week of April, it had reached the astonishing figure of 125 disputes for the week!

These particular statistics can hardly give much support to those who see the strike picture as roseate. No more encouraging was a recent War Department statement that about one million man-hours of work had been lost on defense contracts for Army orders alone between the first of the year and March 24!

Many sincerely interested in seeing the defense program move ahead would like, too, to know a little more about the basic philosophy of the new Mediation Board. History-minded Washingtonians recall that the mediation board set up to handle labor disputes at the time of the World War had pretty clearly articulated ideas on the standards that should prevail as such a time. They ran something like this:

1. No individual or group should seek to take advantage of abnormal conditions to make changes in basic relationship that couldn't be achieved in normal times.
 2. No man should be forced to join a union in order to hold his job.
 3. There should be no strikes or lockouts in defense industries.
- It is felt that the majority of the new Board holds no such principles and that in certain cases there is a widely different individual approach to the strikes-in-defense problem. Ultimately, results will tell the tale. Meanwhile, observers are concerned.

Encouraging on the other hand, are some of the accomplishments of industry in defense work in spite of the obstacles and uncertainty sur-

rounding it on every side. It has just been announced, for example, that 1,215 airplanes were turned out in March. To point up the meaning of that volume of production, officials point out that the operating equipment of all American airlines—the best equipped in the world—totals only about 400 planes. And the horsepower of the engines manufactured in March, they tell us, would be enough to run 79 ocean liners the size of the S. S. America with enough power left over to run 129 cabs to carry passengers to the pier!

The complexity of some of the defense manufacturing tasks may be adduced from a few simple facts on tanks: The transmission alone of a 7,608 pounds, or about twice the total weight of an entire medium sized tank weighs about 55,000 pounds. And it would take one man about 1,000 hours just to build that transmission!

As one high defense official remarked, "I don't know why they ever called those babies medium-sized."

"Maybe it was because of a feeling that industry can lick far more than its weight in tough production problems like these!

H. H. Wise, union demonstration farmer of the Three Mile community in Avery County, has found that the use of lime so increased his crop yields that he will lime his entire farm withing the next few years.



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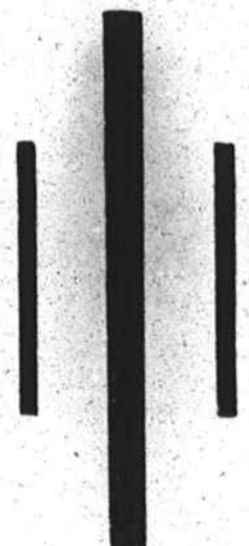
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