

**THE JOHNSTONIAN - SUN**

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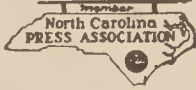
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**It's Time To Say "Stop!"**

The greatest traffic accident toll in the history of the United States—a nation locked in a life and death struggle, has just been announced by the National Safety Council.

Forty thousand, needed citizens, the majority of them in the productive years of life, were in 1941 forever removed from participation in their country's fight because they met death on the streets and highways. Fifty-five thousand more were permanently disabled. Another 1,345,000 persons received injuries that were not so serious in nature, but which must have effected dangerously the titanic effort we are making to preserve everything that is worthwhile.

The time has come for an entirely different attitude on the part of the public, and upon the part of the officials whose duty it is to eliminate most of the causes for these figures.

No longer is it a citizen's right to waste his life or his well being by carelessness on the road, whether walking or driving. No longer can officials disregard some of the proven safeguards that are known to protect life and limb on the road.

One of these that comes immediately to mind is adequate illumination for those streets and roads that have the worst traffic records. When it is remembered that 24,000 of the 40,000 killed last year met death at night, the importance of visibility (the only factor that makes night driving six to ten times more dangerous than day-time driving) at once becomes apparent.

A few years ago the Travelers Insurance Co. surveyed 46 cities and found that almost half of the night accidents in those communities could have been avoided if the streets on which they occurred had been equipped with modern lighting.

It seems that great public reforms come only when a nation has been rocked on its heels by an intolerable condition. The statistics of the National Safety Council have just revealed a condition of this kind, aggravated manifold by our present necessity to fight for our lives. Many of those citizens we are depending upon to help us win that struggle are being needlessly lost to the common misfortune of us all.

It's time for every American to walk and drive with the same caution he would use if he were fighting with General MacArthur—and for the same reason. It is time for responsible traffic and safety officials to employ their fullest ingenuity and training in putting an end to this tragic waste of lives and production.

It's time for all of us to say "Stop!" to a most serious drain on our war energies.

**Fall Elections**

Leaders in the Democratic and Republican parties are discussing next Fall's Congressional elections. Chairman Flynn of the Democratic Committee was "watered down" a little by the President because Flynn appealed for the election of a Democratic House in the November elections. President Roosevelt says that members of Congress who have supported war policies should be re-elected on their records regardless of what party they belong to.

In the world war President Wilson endorsed several Democrats because they were Democrats and asked for their election. The result was that those men were defeated.

It's pretty hard to look across the Senate and House Chambers and pick out members whose politics are important enough to justify their re-election. But there is an acid test which the voters can very properly apply, and that test is to measure the size, ability and importance of their men.

Have they shown the courage to meet the heavy responsibilities of their position?

In other words, the voters should discard the weaklings and retain the strong men who have proven themselves big enough for the jobs.

**The Christian's Attitude In War**

In these hectic days when the whole world is up in arms fighting to the death for supremacy for one cause or another, it puts the Christian on the spot as never before in this so called Christian age.

Those we recognize as strong Christian leaders are advising all churches and religious organizations to pray for peace, and for divine guidance in our war against the enemy. We are often reminded that we should pray that our armored forces may prevail against those nations making war against us.

All this is well and good, provided we possess the right attitude toward our enemies, but we must remember that the Bible teaches that we should love our enemies, and pray for those who spitefully use us. While we are praying for the success of the allies against the opposing forces, unless we have a feeling of love for those poor people who are being led to the slaughter, and are willing to pray for them, we fear that our own prayers will not avail very much. We must first come to the realization that God is no respecter of persons. We all belong to his creation, and though we feel that our standard of living and modern civilization out-classes that of the opposition, that does not relieve us of our responsibility to our fellow man. Although we may have the assurance that we are battling for the right, we should be willing to say, "Heavenly Father, forgive them for they know not what they do." Unless we are possessed of such a forgiving spirit as this, how can we hope to have God's blessing?

**Geared To The Times**

One of the biggest war jobs is that of the medical profession.

Many thousands of doctors have been called into army service. Other thousands are giving a considerable part of their working time to governmental bodies of a military and quasi-military nature. In most cases, this involves a financial loss for the doctor. But you don't hear him complain. He realizes the responsibility that is his, and he means to discharge it, irrespective of his own individual welfare.

War also makes the task of guarding civilian health far harder. Millions of men will work long hours at arduous jobs. A considerable proportion of these men are leaving office positions which involved no particular physical strain, to take industrial work where muscle and stamina are required. Many of them will be exposed to the inclement weather, and to extremes of heat and cold. On top of that, plans are being made to enlist women by the thousands for certain industrial operations which once belonged exclusively in the male province. Keeping these legions of people healthy under the rigors of war conditions, is a mighty difficult undertaking.

**How About Prices?**

Price Administration is following down the alphabetical line from Agriculture to Zinc, picking out a broad variety of articles and commodities upon which restrictions and prices will be imposed. Sugar is one of the subjects to regulate and control Automobile traffic is being trapped at the source, and manufacturers of tires are told to keep this new rubber off all pleasure cars.

It all sums up that there is a general increase in prices on nearly everything. That's why the effort is being made to prevent profiteering and unfair treatment of the public in the market places. In all cases where it is deemed necessary ceilings will be placed on the prices of food, clothing, rent, and every class of merchandise.

Of course railroad fares are being increased. But there seems to be good reason for that.

**Wickard Holds His Ground**

Secretary of Agriculture Wickard has refused to yield to demands of farm blocs to boost the prices of agricultural products unreasonably, but he has stood his ground, and protected the prices of farm products at a reasonable basis, thus overcoming the opposition to his stand from the White House and other sources.

Wickard is a farmer, and he "knows his onions" and also knows his business.

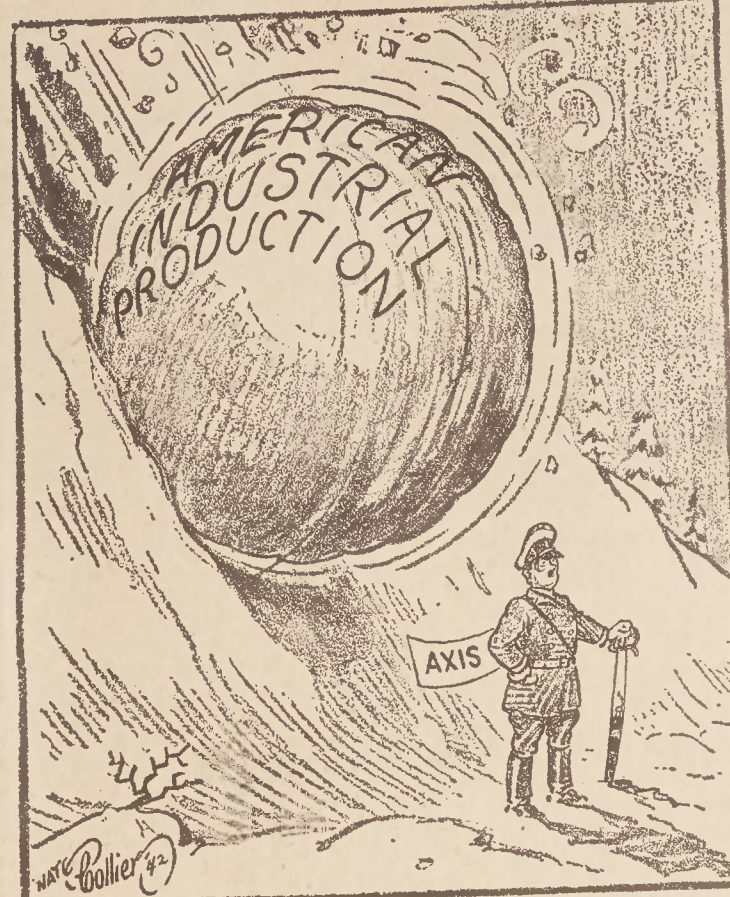
**Air Raids Are Expected**

German submarines have been doing more damage to American ships in the Atlantic than most people realize. Japanese bombers are expected to visit the Pacific Coast. Submarines and planes are not likely to do great damage along our Atlantic and Pacific borders but the Axis forces take great delight in terrifying their enemies.

We have two oceans, but have we a two-ocean Navy?

"Leather" and "cork" can now be made of nylon. Patents have just been issued on the processes involved.

**RIGHT IN ITS PATH**



**Selma Minister Tells of Bullet-Bee**

By M. L. STANCIL

The Kiwanis directors met with J. C. Avery Monday night and went into business session after eating a bite. But the eats were so good they couldn't stop at that. For each plate carried enough food to fill a big hat.

It was really a fine meeting when once it got under-way. As they discussed the coming of the noted "Passion Play." This play will be here on Friday, March the sixth, and they went over plans to get everything fixed.

While we were relaxing from an enjoyable evening tea, Rev. D. M. Clemmons told us about the Bullet Bee. During some research work only a few days ago. He read about this bee and the speed he can go.

No mechanical device has as yet taken to its wings that can begin to keep pace with these mysterious things. They spring from a mountain in some South American clime, and their speed has been unrivaled upto this time.

They fly so fast their wings are torn from the body, and their antics are the source of scientific study. His body, shy of wings, with its long-pointed beak, continues to speed forward with a hissing shriek.

If he hits a tree the beak is driven up to the eye, and if he can't loose himself he hangs there to die. Wherever he dies, there his body gradually wastes away, and is transformed into infant bees to fly another day.

If this bullet-bee can't find something to hit somewhere, his speed becomes so great that he burns out in the air. As the minister continued, his bee story disclosed, they even puncture ships with their arrow-like nose.

All details about this bee to the War Department should go, so they can muster a few hives to turn loose on Tokyo; and if Parson Clemmons will do a little more research, Uncle Sam may decide he needs him worse than the church.

The U. S. Navy in November had 113 submarines in commission and 73 under construction.

Navy aircraft carriers are the fastest of any big ships, and almost as fast as destroyers.

The first two classes of Navy parachutists were graduated from the Lakehurst, N. J. school on February 26, 1941.

On board Navy ships an attendant stands guard constantly over a coffee pot to see that it is kept hot.

The United States Navy was the first in the world to experiment with floating flying fields.

Twenty marines overwhelmed 150 foreign rebels in a revolt in California in November, 1847.

In 1918 Marines fought against the Germans at Belleau Wood and Chateau Thierry.

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Mr. W. E. Peyton, service manager for International Harvester Machinery Co., will be at our store on Tuesday, Feb. 24th, at 2 p. m.

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**Interesting Facts**

Savings of 34,000,000 pounds of rubber a year, more than can be produced by 9,000,000 rubber trees, can be reclaimed by a new machine that removes the wire beads in the rims of automobile tires, making it possible to re-possess the rubber.

A blackout awning has just been devised for spring and summer use. During the day it is used like an ordinary awning to provide shade from the sun, but, should a blackout be necessary, it can be lowered to cover the entire window.

By spreading large quantities of calcium chloride through fog, a mile-long path 100 feet wide and 100 feet high can be cleared for airplane landings. The cost of keeping such a path clear, however, is about \$5 a minute.

A new board-like building material is made of excelsior, water, silicate of soda, soybean protein and quicklime. It is strong, heat-insulating and can be sawn, planed or nailed.

Now it's portable electric traffic signals. They can be wheeled to busy intersections and carried away when their job is finished.

Research chemists have produced self-cleaning house paints, which remove dirt by the action of wind, rain and sun.

It takes 30,000 pounds of rag content bond to make enough blueprint paper to draw the plans for one battleship.

Metals which ordinarily will not mix are readily emulsified by sound vibrations, producing "impossible" alloys.

**HOW JAPS' 2-MAN SUBS GOT INTO PEARL HARBOR**

Revealing article which shows how the deadly, little killer-ships were launched from and returned to their shelters aboard huge whaling ships prepared long ago for their sinister work. Don't miss this feature in the February 22nd issue of

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