

# BOND CAMPAIGN IN COUNTY IS BEING PUSHED

## "Minute Men" At Work On Pledge Drive This Week

Hundreds of modern "minute men" have been canvassing the county this week in an effort to get the signature of every wage earner in this section on a pledge card stating that they will turn over at least a part of their salary each week or month to the purchase of Defense Bonds and Stamps.

Under the direction of Heath E. Lee, Chairman of the Defense Bond and Stamp committee for the county, hundreds of names have been added to the already long list of investors who use the Savings Bonds and Stamps regularly as a method of investment and at the same time help the government in its struggle to arm and equip its rapidly expanding land, sea and air forces.

By noon today these modern "minute men" had succeeded in getting more than enough names and pledges to assure the county of meeting its set quota in Bond and Stamp sales in the county for the month of May, but they are going on and will strive to get the signature of every wage earner, white and colored, in Halifax county on one of the pledge cards. Farmers are considered income earners and when asked to sign one of the pledge cards they are asked to state just how much of their income they will invest this fall in Stamps and Bonds, after their crops have been harvested and marketed.

Chairman Lee and his "minute men" are planning to "sweep the county" in their pledge campaign. They made a great deal of progress during the past few days, but a greater effort will be put forth in the next week or so to get the remaining income earners in the county to sign one of the pledge cards.

Mill workers are being asked to sign the pledge cards regardless of whether they are already par-

ticipating in a pay-roll deduction plan or not. They are being asked to state on the cards just how much they are investing through the pay-roll deduction, but in most cases are not being asked to increase their investment unless they feel they can do so.

Chairman Lee appealed to residents of the county today to help put the campaign across in Halifax county by signing the pledge card when questioned by one of the "minute men"

## TRAIN WRECK

(Continued from Page One) on the northbound freight. He is in a serious condition in the Roanoke Rapids Hospital. Hospital attaches said that he suffered a severe head injury and that he was in a semi-conscious condition.

Ryland M. Wheeler of 558 E. Hargett Street, Raleigh, a crew member on the northbound train, suffered a chest injury and was still in the local hospital in what physicians said was a satisfactory condition. He too jumped from the train but was struck by an overturning car or by falling debris.

J. A. Bailey of Apex, fireman on the southbound train, is still in the hospital suffering from severe burns. He was scalded and otherwise burned when he failed to jump before the crash.

Others injured were William Jones of Raleigh, who received cuts and abrasions and is still in the hospital, and C. I. Wright of Raleigh, who received cuts and bruises. He was dismissed from the hospital after receiving first aid.

The two freights, which were traveling at a high rate of speed, crashed on the one-way track which passes just west of Burton Street. The accident occurred during a heavy rain at 7:10 o'clock Wednesday night when signals from a Raleigh dispatcher apparently became crossed. Both trains, one enroute from Portsmouth to Raleigh and the other enroute to Portsmouth from Raleigh, were being routed by the

Raleigh office of the Seaboard.

A number of injured crew members had either jumped from their trains about the time of the crash or had crawled from the wreckage when ambulances from the city arrived on the spot. Eyewitnesses said that they saw several crewmembers jump from the speeding trains just prior to the crash. It was known that more than half a dozen crewmen escaped injury by jumping when the crash seemed inevitable.

Woodrow Humphries and Page Ross, residents of Burton Street near the scene of the crash, said they saw the two trains hit and were the first to reach the scene. They stated that both trains were travelling at a high rate of speed. It was raining and visibility was poor, but Seaboard officials said that they could not say whether this played a major role in the cause of the accident. One official said the crash "was just one of those things that happen. We don't know who was to blame".

The two trains were running as extras, officials of the road said. The northbound train was routed from Norlina to Portsmouth and carried crushed stone for the ship-building yards in the Virginia city. The other train was routed from Portsmouth to Raleigh, via Weldon and Roanoke Rapids, and carried a general freight cargo.

The two locomotives and some 25 or 30 cars were left a tangled and twisted mass of steel by the force of the impact. Cars were

derailed and piled up for hundreds of yards in both directions. Officials of the line said that it was the worst accident in the history of the Seaboard. Damage was estimated by one official to run near three quarters of a million dollars.

The crash occurred about a mile from the Roanoke Rapids yards and there were sidings at a distance of about half a mile to both the north and south.

Both Humphries and Ross said that the two trains apparently applied their brakes for some distance before the actual head-on collision occurred. They said that wheels and tracks near the scene of the crash showed white-hot in the early evening haze.

The northbound train carried 35 cars, all but nine of which were either smashed to pieces or derailed, while the southbound carried 33 cars, all but 16 of which were thrown from the tracks by force of the impact.

Tracks were being cleared this afternoon and officials of the line said they expected to be routing traffic over the spot by 6 o'clock, although it would be several days before the debris could be cleared from the right-of-way and the tracks put back into first class condition. Debris and wrecked cars were piled along the tracks for a distance of several hundred yards.

Within a few minutes of the crash hundreds of people were at the scene, and a huge crowd was

on hand throughout the day Thursday watching the wreck crews clear the tracks.

Rumors that two hoboes were seen on the southbound train before it reached Roanoke Rapids and were killed in the accident were unfounded.

Investigators for the Seaboard came here from both Raleigh and Portsmouth to attempt to learn the cause of the accident. Results of their investigation had not been learned when the Herald went to press.

## Kiwanis Meeting

(Continued from Page One) ute period each in which to make a few remarks.

Another feature of the program will be a rendition of several numbers by the Roanoke Rapids High School choir under the direction of Lee Williams, head of the music department in the local schools.

Governor Norwood said that the annual meeting of the clubs in the sixth division was formerly held as a sort of ladies night meeting, but that ladies would not be included in tonight's meeting because of the transportation shortage facing clubs who will send representatives here.

The committee on arrangements for the affair is composed of W. L. Medlin, president of the local club, and Edwin Akers, Jr., and Governor Norwood.





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