with a mask and parka, is made of soft rubber.
Fitting snugly around the nose and mouth, it has metal wool in the lower portion. The metal retains heat from the exhaled breath and, by releasing it to the inhaled air, protects the lungs and conserves the hody heat.

## **Automobile Deaths Top War Fatalities**

### Comparative Study Released By Casualty Company

An average of 33 American soldiers were killed daily in Korea during the first year of the war, while at home automobile deaths averaged 99 a day, a comparative study of war and traffic fatalities made by the Associa-tion of Casualty and Surety Companies discloses.

Close to 12,000 combat deaths have occurred among United States forces in Korea since hostilities started on June 25, 1950, according to Defense Department reports. On the eve of the war's first anniversary the Association's accident prevention department estimated that the nation's traffic dead during the same 12-month period totals about 36,050, three times the U. S. death toll in Korean bat-

Traffic deaths currently are seven times heavier than U. S. war fatalities, however, with the estimated June average of 93 lives lost daily on highways almost equaling the low weekly half. average of 95 soldiers killed in action in Korea as the war entered its 12th | The automobile toll may like in Korea as the war entered its 12th | Iy to an average of 115 deaths a day,

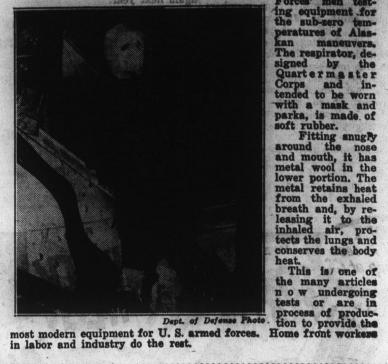
American military deaths in all of last December's peak rate, for the reached a total of 998,000 in 176 years and two months since the Battle of Lexington on April 19, 1775, the study shows. In the 51 years and six months since the first U. S. automo- last six months of 1950 street and bile death occurred at the turn of the highway deaths averaged 108 a day. century, nearly 980,000 men, women and children have lost their lives in traffic accidents.

In a strange historic parallel, both "GI-X" and "Victim X," the millionth victims to be killed by U. S. wars and automobiles, may die only a few weeks apart this year if the war continues, instead of within a few months of each other, as predicted last January by Julien H. Harvey, manager of the Association's accident prevention department.

The unknown soldier who will become "GI-X" if the Korean war conthough an intensive traffic safety tinues apparently has been given a campaign seeking to postpone it may respite of several months more of delay the death of Victim X" until life as a result of far lighter casual- early in 1952. ties recently, Mr. Harvey observed. Combat deaths fell off nearly two- mas Day or near December 25 if thirds a month ago to the surprisingly present high traffic death rates are low rate of 13 to 15 fatalities a day, not reduced, the study indicated. or 90 to 100 a week. This compared with a high average of 40 a day, or Armstice Day, November 11, dedicated 275 a week, two months ago. An av- to the nation's war dead, if Korean erage of 210 U. S. soldiers was killed fighting continues with U. S. comin action weekly during the year; 253 bat deaths running at the recent low a week in March, 275 in April and rate of approximately 100 a week, ac-125 weekly in May.

Total U. S. war deaths since 1775 hand, should these fatalities return are now within 2,000 of the historic to earlier high rates near 300 a week, million mark and automobile fatalities the new unknown soldier symbolizing since 1900 about 20,000 under 1,000,- the first million lives lost in Ameri 000. But, Mr. Harvey pointed out, the ca's wars might die as early as midincreasing seasonal rise in traffic cas- August. ualties is fast closing the time gap between the expected deaths of during the war's first year totaled "GI-X" and "Victim X." The totals about 75,000 including 12,000 killed for war and traffic deaths are now in action, nearly 12,000 missing, and

WEST EDEN STREET



ed 944,000. In 12 months that 42,000

major causes of traffic accidents, Mr.

"Accident X," in which the millionth

automobile fatality will occur, is still

"Victim X" may be killed on Christ-

"GI-X" might be killed on or about

cording to the study. On the other

American battle casualties in Korea

PHONE 46-W

Harvey declared.

a year ago when military fatalities at Defense Department reports. Non-the start of the Korean war stood at battle casualties, which included frost-986,000 and traffic deaths had reach- bite victims and sick and injured soldiers in Japan as well as Korea, 85 difference has been more than cut in per cent of whom were returned to half.

duty, totaled nearly 73,000 in 11 months.

The aggregate of U.S. battle and non-battle casualties in 12 months is the nation's wars, including the first year of the Korean conflict, have local highway safety campaigns are ments," General J. Lawton Collins, started immediately to reduce traffic, Army Chief of Staff, told the Senate accidents and save a large number of Committees a month ago when these lives on the home front. During the casualties were reported for the first

> Since the war started nearly 1,300,-A 7 per cent increase in traffic fa- 000 men, women and children have talities during the first four months been killed or injured on the home talities during the first four months this year over the same 1950 period, as reported by the National Safety Council, indicates the prospect of a far heavier automobile death toll later this year and the urgent need for immediate drastic action to curb speeding and drinking-and-driving, the project causes of traffic accidents. Mr. lead in the same period.

ed, in the same period.
Since 1900, he added, automobiles have injured more than 30,500,000 motorists and pedestrians. The com-



CHOWAN FARMERS **EXCHANGE** 

would be prevented in the same 12-months period.

By ROBERT SCHMIDT

Raspberries and dewberries have just about completed bearing for this season, and now is the time to prune them. To understand why we prune them at this time, we should know something about the growth and fruiting habits of these crops. Raspberries and dewberries bear most of their crops on new shoots that come out of canes of last season's wood. Each season, after bearing a crop, these canes will die and their place will be taken by new canes which come up from the roots of the plant. The old canes, therefore, should be removed as soon as the crop is harvested. This practice will give more room for the



**Austine**Nichols

bined total of 31,480,000 killed and injured in traffic since the advent of the automobile exceeds the entire pre-Civil War U. S. population of 31,443,331 in 1860 by nearly 40,000, Mr. Harvey pointed out.

A 25 per cent reduction in the nation's traffic casualties from the 35,000 killed in 1950, as estimated by the National Safety Council, would save about 8,775 lives in a single year, Mr. Harvey declared. Similar reductions in injuries and traffic accidents would mean 300,000 fewer persons would be hurt and several million accidents would be prevented in the same 12-

This practice, as outlined, gives a fair control of anthracnose disease of dewberries: The plant growth that is cut off at the ground should be des-troyed by burning. In the mountain

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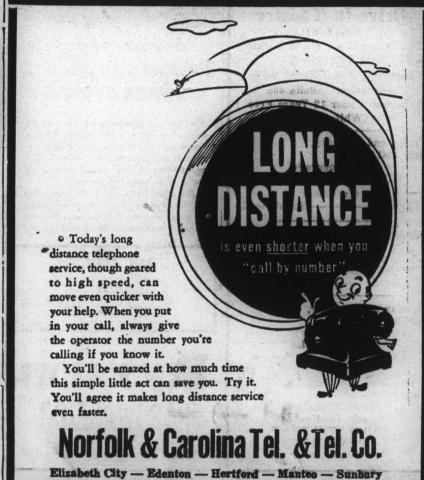
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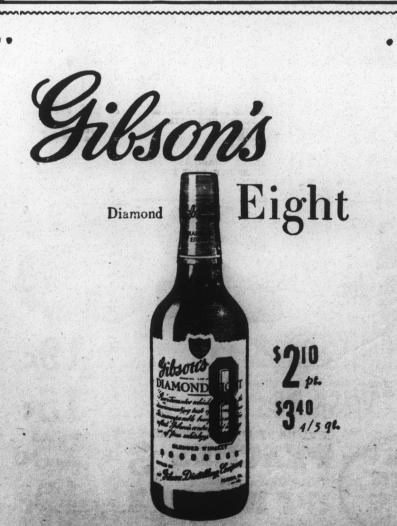
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