

## Recent Research Shows Women Figure In Less Highway Accidents Than Men Drivers

A psychologist and a motor vehicle administrator met last week in Raleigh to compare notes on the causes of traffic accidents.

The principals: Commissioner Edward Scheidt of the Motor Vehicles Department and Dr. Dannie J. Moffie, head of the Psychology Department at N. C. State College.

Scheidt fingered the speeder as leader of the accident parade more than a year ago and ordered electronic speed controls and radar to put the brakes on him.

Accident research—the "why" of collisions—meanwhile was being investigated by Dr. Moffie and his staff at State College. The Motor Vehicles Department authorized a \$17,000 yearly grant to the psychology department more than three years ago to finance the study.

How to cut back traffic accidents, which had claimed more than 1,000 persons annually, was the target for the scientific research.

Researchers began their work by assembling IBM cards furnished by the Motor Vehicles Department. Driver license applicants, in addition to meeting certain driving requirements, were asked to fill in their age, race, sex, occupation and approximate number of miles driven per year. This information was in turn punched into the IBM cards and the vast research project got underway.

Soon after it became evident to Dr. Moffie's staff that vision, emotional instability, attitude, judgment, and reaction time were factors present in almost all traffic accidents.

They have presented officially their preliminary findings to Commissioner Scheidt who in turn hopes to implement some of the more specific recommendations into the state's licensing program.

The research project is part of the State's Ortho-Rater screening program for license applicants. Some of the more significant findings resulting from the investigation are as follows:

The driving population is composed of 60.5 per cent male-whites; 25.5 female-whites; 12.5 per cent colored-males, and 1.5 per cent colored-females.

White drivers do nearly all the driving the study showed. Male and female whites do 91 per cent of the driving and colored males 8.5 per cent. Colored females do only one-half of one per cent of the driving.

One of the most surprising statistics revealed that when accidents for each sex-race group was equated for mileage driven, colored-male drivers had 2.6 times more accidents than white-male drivers.

And good news for the women drivers, too. On the same basis (equated mileage driven) white-male drivers had 1.3 times more accidents than white-female drivers.

Men drivers in general were involved in a great many more accidents than the ladies according to the study. Males (white and colored) incurred 91.5 per cent of the mishaps analyzed.

Lady drivers triumphed again in the traffic violations bracket in that male-white drivers incurred 3.7 times more violations than the womenfolk.

Dr. Moffie's analyses confirmed Mr. Scheidt's anti-speeding edict.

In studying the factors present in 69 driver fatalities he noted more than 30 per cent were traveling 80 mph and over. In fact, wrecking at speeds in excess of 50 mph accounted for 89.6 per cent of the fatalities studied.

In the visual phase of the investigation Dr. Moffie found that approximately 720 license applicants per month failed the vision test, which is administered by the Ortho-Rater.

But over 75 per cent of the drivers referred to an eye doctor later reported improved vision.

In a vision vs. accidents study researchers paired a number of accident-free drivers with those having had three accidents. The accident-free drivers were found to have much better ability to see fine detail at near and far distances and to judge depth

or space. Present at the meeting in Schedit's office were Prof. Chas. Milton, assistant director of the project; Major C. A. Speed, director of the Highway Safety Division, and Elton R. Peele, chief of the Licensing Division, who was largely instrumental in launching the project.

## N. C. Corn Prospects Lowest Since 1945

### Crop Forecast at 55,562,000 Bushels; Caused By Dry Weather

On the basis of condition reports from growers, as of July 1, production from the current Tar Heel corn crop is forecast at 55,562,000 bushels. This is the lowest production of corn in the State since 1945 when 55,100,000 bushels were produced. A 1954 corn crop of 55,562,000 bushels would be 2,137,000 bushels or 3.7 per cent less than the drought-stricken crop of 57,699,000 bushels last year.

The average yield per acre for the current crop is forecast at 26 bushels by the North Carolina Crop Reporting Service. This is the second lowest yield per acre since 1945 and compares with an average of 27 bushels last year. The lowest yield since 1945 was set in 1952 with an average of 25.5 bushels.

The harvested acreage for 1954 is forecast at 2,137,000 acres, which is the same as the acreage harvested last year.

Extended dry weather combined with abnormally high temperatures has damaged the corn crop in most areas of the State. The hot, dry weather has been particularly damaging to the portion of the corn crop now in the tasseling and silking stage of maturity.

## Specialist Tells How To Combat Mildew

It's about this time every year that homemakers throughout North Carolina are plagued with mildew.

Mildew, however, isn't selective about where it grows. It may show up on your best pair of shoes, your leather gloves, in your bookshelves, or it

## Nation's 4-H'ers Seek to Cut Death Toll of Farm Folk on Rural Highways



Look out, young feller!

CHICAGO—(Special)—"Make Safety Your Number One Crop," the slogan of several million rural boys and girls throughout the nation since its introduction in 1945, continues to be fostered by more than 615,000 4-H Club members. They are taking part in the 1954 National 4-H Safety Program being conducted in 46 states for the tenth consecutive year. Participants receive training in farm accident and fire prevention, which includes checking and removing hazards of every conceivable nature.

These surveys are credited by safety experts as being a valuable contribution to the nationwide campaign to reduce the tragic annual toll of 15,000 lives and 1,225,000 disabling injuries to farm folk.

In conducting their surveys, the 4-H'ers look for such safety hazards as loose or floppy clothing worn about moving farm machinery, cluttered stairways, oily rags, frayed electric cords, broken ladder rungs and sharp tools.

What is becoming an increasingly serious problem is that ac-

cidents to farm people caused by motor vehicles now account for nearly one-fourth of all deaths and injuries that occur on rural highways. Also, 700 of the fatal farm accidents reported last year involved wheel tractors. One-third of the fatal tractor accidents reported involve persons under 20 years of age. One case in ten was a child under 5.

To help correct this problem, the 4-H'ers are giving highway safety demonstrations before farm groups and over local radio stations, as well as putting window displays in town stores and booths at county fairs.

The 1954 National 4-H Safety Program is conducted by the Co-operative Extension Service. As incentives for outstanding records in the program, General Motors provides medals of honor which are presented to four county winners, and an all-expense trip to the National 4-H Club Congress in Chicago to the state winner. Eight of the latter will be selected as national winners, each receiving a \$300.00 college scholarship.

may even spread across the walls of your house.

According to Pauline E. Gordon, State College Extension specialist in housing and house furnishings, mildew may form on the walls of a house in damp, humid areas where there is an absence of sunshine, food in the form of oils in paint films, and the presence of mildew spores. Adding a fresh coat of paint over a mildewed wall is no way to combat the problem. Instead, the brush will just spread the spores so that the mildew may return more vigorous than ever.

Miss Gordon explains that mildew is a fungus which lives on vegetable matter like paint oils. It can eat

through several coats of paint.

To get rid of mildew, wash your walls with a solution of one pound of trisodium phosphate to one gallon of water. Then rinse the walls with clear water. Trisodium phosphate may be bought at a drug store.

Miss Gordon adds that special mildew resistant paints are available. A poison can be added to paint but it should be used with great caution. Some products of this type are available which are non-toxic to humans or to animals.

The point to bear in mind if your walls are mildewed is to wash the walls with a solution to kill the spores before you add fresh paint.

# AMERICA BY 1975

America by 1975 will need twice the amount of energy it uses today to meet the needs of an expanding economy, according to the report of the President's Materials Policy Commission of June, 1952.

It seems likely that electrical supply must increase about 260 per cent—from 389 billion kilowatt-hours in 1950 to 1,400 billion in 1975.

By 1975 it is expected that 350 billion gallons of water will be needed daily in contrast with 170 billion gallons in 1950. More than 80 per cent of the increase will be for the estimated rise in industrial activity.

Petroleum consumption in America by 1975 is expected to reach 5,000 million barrels. In 1950 oil consumption of all sorts totalled 2,375 million barrels.

Natural gas consumption is expected to rise from 6,300 billion cubic feet in 1950 to 15,000 billion in 1975. Coal consumption is expected to climb from 493 million short tons in 1950 to 751 million short tons in 1975.

## Francis E. White Is On USS Antietam

Serving aboard the world's first canted deck aircraft carrier, the USS Antietam, is Francis E. White, aviation machinist's mate third class, USN, son of Mr. and Mrs. George White of Edenton.

The carrier recently took part in the Navy's largest exercise in anti-submarine warfare.

Known as ASDEVEX 1-54 (Anti-Submarine Development Exercise 1-54), the six-week operation off Bermuda was designed to test the effectiveness of new types of submarine detection equipment and team operation under simulated wartime conditions.

There were more than 30 vessels participating in the exercise including six "enemy" submarines and some 20 air squadrons and detachments.

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