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SUGGESTS TOUR OF TRAFFIC OFFICES TO SHOW "SAFETY IN THE MAKING"

By Roscoe L. West on the teen-agers' minds. They see Chairman National Commission people actually working on meaningon Safety Education ful problems. The facts are there be-

tore them, and seeing is believing, A million and a half new drivers Teen-agers are much more interwill get behind the wheel this year, ested in taking an active part in Almost all of them will be teen-agers things they know about and underin their third or fourth year of high stand. This basic principle can be s-hool. Unless the nation's educators applied to their present record in responsible for the training of these traffic accidents. They may be aware youths recognize the importance of that their record as drivers is the safety education the new drivers will worst of any age group, and that te a million and a half potential casualties are mounting at a serious nienaces to life and limb on our rate, but they aren't going to feel streets and highways. personally responsible for bettering

Not only is there a responsibility their traffic record unless they have for establishing driver education in an understanding of what the traffic the schools, but it is important that problems are and what can be done once such courses are inaugurated to solve them.

they be conducted in such a way as A well planned field trip might to enhance the interest of the studopen the eyes of teen-agers and show ents. The most desired type of train- them how they can improve their ing is actual behind-tho-wheel in- record. Let them see how their city reau struction with dual-control training or state copes with the traffic probautomobiles. Many school systems lem,

cannot yet afford such equipment, There are several city offices or however. For them there is an alstate departments that would be ternative in conducted tours of safe- well worth visiting on such a field ty and traific agencies. trip. A few of the more important Field trips have a terrific effect are the traffic court, the highway



OUR MECHANICS AND OUR EQUIPMENT OUALI-FIES US TO MAKE THE NEEDED REPAIRS ON YOUR CAR OR TRUCK. CONSULT US TODAY ABOUT YOUR **REPAIR NEEDS.**

Harrington's Garage and Service Station



Driver of the car in the ditch failed to yield the right-of-way, even to an ambulance. He ran through a plainly visible stop sign, directly into the path of the ambulance, and was knocked across the road. Driver was killed, and a passenger was injured. Emergency vehicles always have the right-of-way—but at other times, too, it pays to be courteous at intersections. Failure to grant right-of-way ranked second as a cause of motor vehicle deaths in 1946, National Conservation Bureau advises: when in doubt, always yield the right-of-way.

department, the traffic engineer's office, and the accident record bu-

side of the fence."

While considering such a project, it is well to by informed about the sorts of things encountered in viewing traffic problems "from the other

In the highway department, plans

To the Editor: are being drawn and studied for new You are hereby notified that construction and improvement of exrequire of you to do all you can in sting roads. Data on traffic volume, every way possible to elect Dr. A origin and destination of traffic, osts of right-of-way and materials, Herbert Marshall, M.D., President of these United States of America, but and selection of routes to be built or whatever you do, it must be done in improved may be seen by and ex-

an honorable, and in a peaceful'manplained to students. It it is a state highway departner.

This is a great and critical momment, there may be a material testabsurd. ing laboratory where, following ex- ent facing the world today, and I perimentation, decisions are made an determined to do my utmost to about how road beds may be laid assist in avoiding further suffering

and what surfacing the roads should and I intend to spend the rest of my have for durability and safety. The active life trying to help solve the the Lord, and the Lord is in me, equipment, methods and costs have world's problems. No political pardirect bearing on traffic safety. ties, nor organizations, nor race, nor To improve motor vehicle travel, creed, nor color, nor tich, nor poor dwelleth in me. He doeth the works. lmost every state and many large need to fear me, for I will give all ities employ traffic engineers whose a square deal but not a new deal. main job is to make streets and I am a Democrat. I am a man ally. It can be saved only by becomhighways safer and more efficient who has no price . . . who believes ing permeated with the Spirit of for the drivers who use them. Here in the Golden Rule, and follows it. are spot maps showing where and I am a statesman and not a politihow different types of accidents cian. You will always find me on the out of that Spirit. Only thus can dishave occurred. The traffic engineer side 1 think is right, no matter content be driven out, and all the is generally responsible for install- whether it is popular or unpopular, shadows lifted from the road ahead. ing traffic control signals, signs and or whether it wins votes or loses Thank You.

pavement markings. These activi. votes, or whether it wins friends or Dr. A. Herbert Marshall, M.D. ties are directly related to the inter- loses friends---that is what I call a Charleston, Missouri. ests of new or would-be drivers in statesman, and I think it is a better P. S. The Government should get definition than the dictionary gives.



ENSE! **BIG AS ITS STARS** A NEW MOVI

Editor

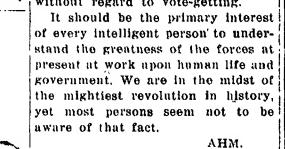
Dr. A. Herbert Marshall, M.D. Charleston, Missouri.

Letters To The



State motor vehicle departments, The dictionary says a "statesman is highway patrols, and local police de- one who is skilled in public affairs, should do business according to the except where taxes are involved. It partments usually have accident re. and the art of government, or one Constitution, and return to the princond divisions where information on who deals wisely with public mat- ciple of local self-government. What this country needs most of

I know how to solve all political all is an honest leadership, capable the number of traffic accidents by problems, and if given the authority of acting in the national interest that Roosevelt had, and with the help without regard to vote-getting.



J. BRAUDIE McLEOD

J. Braudie McLeod, 39. of Angier, died Firday night at Mary Elizabeth Hospital after a short illness. He was in the cafe business in Angier. Funeral services were conducted from Overby's Funeral Home in Angier Sunday at 4 p. m., conducted by Dr. Carl N. Townsend of Raleigh and Rev. Harry D. Wood, Jr., of Angier. Burial was in Harnett Memorial Park near Lillington.

Surviving are his parents, Mr. and Mrs. D. A. McLeod of Angler; and four brothers, Paul McLeod of Raleigh, Dwight and Malcolm McLeod of Angler, and Brooks McLeod of Jacksonville,

BOBBY





