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1939 figure for the same period, which was 59,646.

In addition to the babies under a year old who died through September, 1940, there were 1,035 who died from what are termed preventable accidents, this number being 14 fewer than those whose deaths were attributed to the same causes during the corresponding period of last year.

So far this year, according to figures already compiled, seventy North Carolina children have died from the preventable disease of diphtheria, as compared with seventy-four last year, while the pneumonia total dropped from 1,780 to 1,628.

Deaths from tetanus (lockjaw) this year have numbered only nine, as compared with 22 for the corresponding period of 1939.

Homicides increased from 263 to 275, while suicides went from 220 to 226 during the periods compared.

**Meaning Of Signs**

Tens of thousands of North Carolina motorists do not know the meaning of the various types of warning signs which the State places alongside the highways.

The three types of signs seen most frequently are diamond-shaped signs, square signs, and octagonal or eight-sided signs, all with black lettering on a yellow background.

Diamond signs mean reduce speed. These signs are used where permanent physical dangers always require a reduction of speed for safety. Such signs may designate curves, dangerous intersections, sudden dips in the road, or narrow bridges.

Square signs mean caution. These signs are used to draw your attention to road conditions requiring you to drive with extreme care. For example, men working in the roadway, school zones or other places on the highway that require more than ordinary care on the part of drivers are marked by square-shaped signs.

Octagonal or eight-sided signs mean STOP. These signs are generally found near dangerous intersections and junctions.

A stop sign means that you must bring your car to a complete halt. Slowing down is not enough. And after stopping you should use great care in entering the main road.

Then, of course, there are round signs, which mean railroad crossings. Round signs always mean stop, look and listen. Even at crossings where the law does not require you to stop, good sense suggests that you stop.

North Carolina's accident rate could be reduced materially, if every driver in this state understood and heeded every highway sign erected by the State. Motorists must learn that diamond signs mean reduced speed, square signs mean caution, and octagonal signs mean stop. And the sooner they learn this, the safer they will be.

**A FEW DONT'S FOR HUNTERS**

(Reidsville Review)

Many people would be alive today had all hunters been careful with firearms. Here are a few suggestions to prevent tragedies on hunting trips:

1. Treat your gun with the respect of a loaded gun.
2. Carry only empty guns, taken down or with the action open, into your automobile, camp or home.
3. Always be sure the barrel and action are clear of obstructions.
4. Always carry your gun so you can control the direction of the muzzle even if you stumble.
5. Be sure of your target before you pull the trigger.
6. Never point a gun at anything you do not want to shoot.
7. Never leave your gun unattended unless you unload it first.
8. Never climb a tree or fence with a loaded gun.
9. Never shoot at a flat, hard surface or the surface of water.
10. Do not mix gunpowder and alcohol.

Careful attention to these rules of safety can be the means of avoiding tragedies that are all too common at this time of year.

One of the harder winters is predicted. The moss is thick on the oak, and already an account of the rescue of a girl from a western apartment fire places her in a flannelette nightgown—Richmond Times Dispatch.

Today's pome: Man, often torn by mixed emotions, fights and struggles till he's limp; he has the conscience of an angel, and the instincts of an imp.—Washington post.

**OUR DEFENSE**

The Navy Program calls for expansion. We are increasing the size of our fleet 70 per cent. We are building a fleet able to take on any combination of forces which might be sent against it. This means a 70 per cent increase in our fighting ships. This in turn means expansion of our shipyard facilities. And we are going to build these ships faster than ever before.

The expansion of our shipyard activities calls for the National Defense Advisory Commission to speed up the flow of materials all down the nation's production lines. The companies that produce armor plate must turn it out fast enough to cover the ships' frames as they are ready for it. The blast furnaces must increase their production of steel to take care of the needs of the armor plate factories. The nation's transportation lines must speed up the delivery of coal and iron for making steel.

All along related lines the same increase in tempo must prevail. This increase in fleet power will mean even a greater increase in naval aviation. Plane factories must deliver thousands of fighting planes, observation planes, bombing planes, and the long-range naval patrol craft. The engine manufacturers must be ready with engines to power those planes. They, too, must have their raw materials with which to work.

The planes need machine guns and the ships need big guns. In hundreds of plants, steel must be turned into gun forgings and gun forgings into gun barrels. In other plants, it must be poured into shell casings and steel jacketed bullets and the bullets crimped into place. Men must be found to man the machines that make these component parts of the Navy. In the Labor Division, the National Defense Advisory Commission already has thousands of men in training throughout the country. They are preparing to step into their place in the factories.

Supplies of fuel oil must be obtained and stored for the fighting ships, both at home and to the far flung bases thousands of miles away. Supplies of 100 octane gasoline that give our fighting aircraft superiority must be obtained and stored where they will be handy. This work of obtaining these supplies is being watched over by the Industrial Materials Division of the Defense Commission.

While all this is going on, the Army and the Navy must assemble and train the man power ready to use these new defense weapons. The men must be selected to fit the needs of the armed forces, but at the same time men

whose skills are more vital to the nation in civilian occupations must be retained in those occupations. John Citron, machinist, may be more vital to defense in his present job than he would be on the brigades end of a gun.

In the huge demands of the Army program and the Navy program, care must be exercised to minimize interference with the regular day to day functioning of our business system. Orders must be distributed where they will cause the least congestion, the fewest tangles. Prices must be watched to see that no items get out of line and disturb the complex machinery of business. That is the function of the Price Stabilization Division.

The Social Defense Program Providing shoes and clothes, shelter and food for the vastly increased Navy and an Army four times as big as we have at present is in itself a titanic job, throwing new demands on agriculture. For that reason the Agricultural Division of the Defense Commission is surveying the existing machinery for maintaining agricultural prices, seeking to maintain parity between agricultural and industrial prices.

To keep all this great effort from re-coiling into the lap of John Citizen is the function of the Consumer Protection Division. The protection and promotion of human welfare is a vital and important part of a national defense program. This is doubly true when the nation needs all the material and human resources available. The Consumer Protection Division will watch and analyze the price of consumer goods in shoes, clothes, and food, for example. It will be alert to housing conditions, educational and health facilities in new communities which may be developed for and by workers around expanding plants. It will insure the protection of human welfare in a 'total defense' program where the well-being of an individual is equally important with the building of ships, planes and tanks.

**Tells Of Suicide Pact In Death**

Annapolis, Nov. 7.—Testimony that a "suicide pact" resulted in the death of Mrs. Ella Carroll of Washington, last June 23 near Fort George G. Meade was heard today at the Circuit Court trial of Private George F. Williams on a murder charge.

Mrs. Carroll, mother of three children, died of asphyxiation from fumes from the exhaust pipe of Williams' automobile, which was parked in the vicinity of the Army camp, it was testified.

Williams testified both he and Mrs. Carroll had agreed on a "suicide pact." Both were rendered unconscious from the fumes which entered the closed car through a rubber hose attached to the exhaust pipe, he said. He regained consciousness later, he testified, and found Mrs. Carroll unconscious on the car's running board.

**WAS REALLY SORRY**

"Anybody call while I was out?" asked the boss.

"Yes, sir," replied the office boy.

"A man came in and said he wanted to kick you."

"Oh—what did you say?"

"I said I was sorry you were out!"

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