

Mrs. W. C. Campen Honors Mrs. Flowers Wednesday Afternoon

Mrs. W. C. Campen entertained on Wednesday afternoon for Mrs. Charles Flowers, Jr. of Lexington, Kentucky, house guest of Dr. and Mrs. C. E. Flowers. Winter berries and evergreens decorated the home.

Bridge was played at two tables. Mrs. Fred Page won the high score prize and Mrs. Irby Gill received the low score. Mrs. Flowers was remembered with a lovely gift. At the conclusion of the game, a salad course with coffee was served to the following guests:

Mrs. G. S. Barbee, R. V. Brown, I. D. Gill, H. C. Wade, C. E. Flowers, Sr., Fred L. Page, Mrs. Vernon Powers of Nashville, and the honoree, Mrs. Charles Flowers, Jr.

Mrs. Page Entertains Thursday Afternoon

Mrs. Fred Page entertained at bridge on Thursday afternoon to honor Mrs. Charles Flowers, Jr. who has been visiting Dr. and Mrs. Charles Flowers, Sr. since her return from Europe.

High and low score prizes were awarded to Mrs. F. D. Finch and Mrs. W. C. Campen. Mrs. Flowers was remembered with a gift.

Refreshments were served to Mrs. G. S. Barbee, R. H. Brantley, R. V. Brown, W. C. Campen, C. E. Flowers, Sr., F. D. Finch and the honoree, Mrs. C. E. Flowers, Jr.

Personals

Mr. and Mrs. Vernon Powers and small son of Nashville were weekend guests of Mrs. Powers' parents, Mr. and Mrs. W. C. Campen. Mrs. Powers and son will be here this week while Mr. Powers is on a business trip to Western North Carolina.

Mr. Ion Alexander and Mr. George Turner of Marysville, California were guests of Mr. and Mrs. W. C. Campen last week. Mr. Alexander is a cousin of Mrs. Campen.

Dr. and Mrs. J. F. Coltrane have returned from a fifteen day vacation in Florida.

Albert Brown of Raleigh has accepted a position with Theo. Davis Sons here. Mr. and Mrs. Brown expect to move to Zebulon next month.

Miss Faye Lee of Smithfield visited relatives here last weekend. Jack Potter of State College visited relatives here last weekend.

Rev. Theo. B. Davis is able to be outdoors again, following a long convalescence from a hip fracture.

W. N. Pitts went last week to Granville County to spend a few days with relatives, returning the first part of this week.

Mr. and Mrs. R. H. Brantley, Jr., and baby daughter were here from Durham for the weekend with the R. H. Brantleys, Sr.

Ratio of Egg-Feed Is Lowest Ever Recorded

(Continued from Page 1) during the last 10 years, Mr. Ratchford said. Poultry is normally a good enterprise for Tar Heel farmers, as there are ready markets, and poultry fits in well on small farms. For these and other reasons, North Carolina needs to maintain her poultry industry. The situation should improve within a few months or in a year at the latest.

Farmers who are losing money cannot stay in the business, but those who are making a little money and keeping their poultry will be able to realize more profit when the situation does improve, he said.

THE LOWDOWN from Hickory Grove

Today my subject is figures. Not figures like you see in the magazines where the gal is leaning on an ice box, or a hot air furnace, or a dog food ad., or a candy bar. The figures on today's lecture are the ones coming from Washington, D. C.—in the budgets—and the ones which only a few people give heed or know whether it is a billion or a million they are fixin' to spend—or squander.

Folks pay attention to little figures—like in Pacific Grove, California where the paper says haircuts are now a buck and a quarter. Also, the paper says a course in hair cutting is to be offered at once to parents, by the Adult Center there, and for folks to apply at the High School. And with the hair cutting course are two courses in languages and conversation. The barbers there are perturbed—they are not too sure they didn't underestimate their client's I. Q.

But back to big figures—and ones which make the barbers look like pikers—take 40 billion bucks like Uncle Harry says he needs to keep the Govt. in the fashion to which it has become accustomed. Forty billion, if divided amongst the families of the nation, even Stephen, is 1,000 dollars each, per year. Pardner, that is real mazzuma—and you get none of it—you pay it.

As an omen—that barber's price hike miscue might be it.

Yours with the low down,
JO SERRA

Mechanical Devices Add to New Trucks

(Continued from Page 1) let peak while production of 335,344 units was close to the previous all-time record.

The new series is the first since the company's Advance-Design models pioneered in the low-price market the wide, spacious cabs that have won universal acclaim. Blanketing the light, medium and heavy-duty truck categories, the line contains 107 models on eight different wheelbases.

White described the four-speed synchro-mesh transmission as the most significant truck development in years.

Previously Avon Privett, manager of the Phil-Ett Motor Company, has made announcement of the new improved Dodge trucks recently exhibited at his place here.

Production Records Provide Argument

The production record of basic American industries is the best possible argument against more controls, rationing, price-fixing, allocations and the rest.

Soft coal is a fine example. Production for the week ending January 10 was around 13,700,000 tons—an average for the six-day period of nearly 2,300,000 tons daily. The production trend has been steadily upward, and the industry has been successful in taking care of big demand at home while meeting abnormal demands abroad. The job has been so outstanding that the Secretary of the Interior said, on January 14, "I do not believe there would be need for the allocation of coal now."

What is true of coal is true of most other industries—the very industries that, if some high officials have their way, will be immediately saddle with the kind of bureaucratic arbitrary controls which have hampered production

all over the world and made the black market the real market.

There is much talk of scarcities, and there are some scarcities. But we should also talk about the amazing production job American free enterprise has done after years in which all the energies of the nation were dedicated to war, the normal processes of trade and commerce were disrupted, and little was built that is suitable for peacetime use.

Free enterprise gets the goods out—more goods, better goods and cheaper goods than are produced under any other system. Just take a look at what the Labor government has done to Britain.

County Agent Advises Growing Spring Oats

(Continued from Page 1) 300 to 400 lbs. of 3-12-6 on the heavy soils and 300 to 400 lbs. of 4-8-8 on the lighter soils of the country.

Spring seeded oats need nitrogen. This need is general and is often shown by a pale yellow color and lack of vigor. About 32 pounds available nitrogen top-dressing should be applied early, usually last half of March or early April or about three weeks after a good stand is obtained.

The Victorgrain and Fulgrain varieties are recommended for spring seeding. Varieties of the winter types are less desirable for spring seeding.

Requirements Listed For Lighting Test

Safety experts say that one out of every five cars has defective lighting equipment.

The importance of good headlights for the prevention of accidents is emphasized by the fact that in 1946, 550 fatal accidents and 12,340 non-fatal in the U. S. were caused by either glaring headlights or cases where the headlights were missing or too dim.

When you take your car or truck to one of the State's 40 mechanical inspection lanes this year for its physical check-up, certain headlight requirements must be met—or the car will be disapproved.

The Manual of Motor Vehicle Mechanical Inspection Requirements has this to say about headlights:

"All motor vehicles shall be equipped with two headlights, the assemblies of which shall be of an approved type and in good working order. Each headlight shall be capable of producing at least 3,750 apparent beam candlepower on the high or driving beam.

"On symmetrical, multiple beam headlights, the highest or driving beam of each headlight shall be so aimed that the center of the high intensity portion shall not be above headlight center level nor more than 7 inches below same at a distance of 25 feet; not more than 7 inches to the right or left of straight ahead at a like distance.

"On asymmetric, multiple beam headlights, the high or driving beam of each headlight shall be so aimed that the center of the high intensity portion shall not be above headlight level nor more than 7 inches below same at a distance of 25 feet. The center of the high intensity portion of the driving beam of the headlight which does not regularly depress upon operation of a driving beam switch, shall be aimed not less than 13 inches to the right nor more than 19 inches to the right of straight ahead at a distance of 25 feet. The center if the high intensity portion of the opposite headlight beam shall not be aimed more than 7 inches to the right or left of straight ahead at a distance of 25 feet.

"On single beam headlights the

center of the high intensity portion of the beam shall not be higher than 8 inches below headlight center level nor more than 13 inches below same at a distance of 25 feet, nor more than 7 inches to the right or left of straight ahead at a like distance."

The headlight requirements doubtless seem very complicated to the average layman. But when you take your car for its inspection test, a testing apparatus will be able to tell in a few seconds whether your headlights are capable of being approved.

But to make sure that they will meet requirements at the State Inspection, the Motor Vehicles Department is urging you to have a mechanic give them a prior check-up. Most garages will give you a free inspection.

Every motorist who owns a vehicle more than 80 inches wide, must see that that vehicle is equipped with clearance lamps before it can be approved by the State's mechanical inspection lanes.

In addition, owners of trailers or semi-trailers must equip them with reflex-reflectors.

The following requirements are set forth in the Manual of the Motor Vehicle Mechanical Inspection Requirements:

Clearance Lights: "Every vehicle having a width at any part in excess of 80 inches shall carry 2 clearance lamps at the front, one at each side, reflecting an amber light plainly visible under normal atmospheric conditions from a distance of 500 feet to the front of said vehicle and two clearance lamps at the rear; one on each side and reflecting a red light visible under like conditions from a distance of 500 feet to the rear of the vehicle."

Reflex Reflectors: "Trailers or semi-trailers over 2,500 pounds gross shall carry at least one reflex-reflector as approved by the Commissioner. In addition to the regular tail light located as to a height and maintained as to be visible for at least 500 feet when approached by a motor vehicle displaying lawful undimmed headlights at night on an unlighted highway.

"Trailers under 2,500 pounds gross shall carry two red reflex-reflectors, each not less than 4 inches in diameter and to be of a type approved by the Commissioner and which are so located as to height and maintained so as for each reflector to be visible for at least 500 feet when approached by a motor vehicle displaying lawful undimmed headlights at night on an unlighted highway."

The Manual further states that "all vehicle light switches and wiring shall comply with the approved assembly requirements and shall be in good working order and in accordance with original design. All wiring must be maintained in good safe condition."

All motorists know that it is impossible to stop a car by pushing on the floorboard, yet many drive cars with brakes of negli-

gible effectiveness.

Brakes are perhaps the most important single item on a vehicle as far as safety is concerned. The fact that many people drive vehicles with poor brakes was shown last year, when 890 fatal accidents and 26,200 non-fatal accidents in the United States were caused by defective brakes.

The Manual of Motor Vehicle Mechanical Inspection Requirements has this to say about braking effort:

"All motor vehicles except motor trucks or tractor-trucks with semi-trailers originally equipped with 4-wheel service brakes may not in this respect be altered, shall be capable of producing a total braking effort of not less than 54 percent of the vehicle weight (corresponding to a stopping distance of 25 feet at 20 miles per hour.)

"All motor vehicles originally equipped with 2-wheel service brakes shall be capable of producing a total braking effort of not less than 30 percent of the vehicle weight (corresponding to a stopping distance of 45 feet at 20 miles per hour.)

"All motor trucks or tractor-trucks with semi-trailers originally equipped with brakes on all wheels may not in this respect be altered and shall be capable of producing a braking effort of not less than 43 percent of the permissible gross vehicle or vehicles weight (corresponding to a stopping distance of 30 feet at 20 miles per hour.)

"Semi-trailers or trailers having a gross weight of two tons and all house trailers of 1,000 pounds gross weight or more, shall be equipped with brakes controlled or operated by the driver of the towing vehicles and shall conform to these specifications: 30 feet at 20 miles per hour."

All the stopping distances set forth in the above requirements would be on dry, hard level stretch of highway, free from loose material when brakes are applied. The State Inspection Program has purchased special sets of brake testing equipment, and will be able to tell in a few seconds whether the brakes on your vehicle measure up to standards.

The Manual on Inspection Requirements state that "All motor vehicles originally equipped with turn signals may not in this respect be altered and such device shall be in good working order, and shall present a plainly visible signal in accordance with original design. All trucks so constructed that the hand signal is not visible both to the front and rear shall be equipped with approved signals."

There are the requirements. The only persons who need to worry particularly about them are truck owners, whose truck bodies sometimes are so wide that it is impossible for following motorists to see the driver's hand signal. In that case, the owner must have turn signals before the vehicle will be approved.

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