

**UNION CHAPEL**

Being grieved that they taught the people, and preached through Jesus the resurrection from the dead. Acts 4:2.

Choir practice is improving and we hope it will continue to. There was quite a little crowd there last Friday night. Please, all in our community, come and help us with the practice every Friday night at 7:30 o'clock.

Rev. Vivian Evans, Mr. Carl Pearce, Mrs. Sterling Mitchell, and Mr. and Mrs. Buck Richards went to Beulah Baptist Church at Mitchell's Mill last Thursday to a prayer meeting. Rev. A. W. Icard delivered the message to an audience of 147. The public will be invited to come every Thursday night at 7:30 o'clock.

Mr. and Mrs. Jack Creech, Mrs. Clem Creech, and Mr. Sterling Mitchell were visitors in the home of Mr. and Mrs. Preston Massey in Pilot last Friday night.

Mr. and Mrs. Cordie Ferrell were visitors in the home of Mr. and Mrs. Herber Creech Friday night.

Mr. Millard Johnson of Raleigh spent a few minutes visiting in the homes of Mr. B. B. Richards and Mr. Cordie Ferrell Saturday morning.

Everyone enjoyed the wiener roast that the Young Peoples Class had at Mitchell's Mill Saturday evening. Uriah Whitley carried all on Jack Mitchell's big truck. A big time was had by all.

Mrs. G. P. Massey, in Mary Elizabeth Hospital, and Mrs. Neta Denton are improving. Hope they will be up soon. That goes for all of the sick and afflicted everywhere.

I do hope everyone attended church and Sunday School somewhere on last Sunday. Next Sunday you are invited to attend our church at any time.

Janice

**ECONOMIC HIGHLIGHTS**

(Continued from Page 2)

Question four asks, "Where, in these circumstances, must the accent of U. S. policy lie, with respect to the Communist danger." First, he argues, we must pursue a "vigorous and hopeful" foreign policy which will attempt to solve international differences without recourse to shooting war. This means a continuance of the "cold war" as the best strategy opened to us at the moment. And "we must continue to take an intelligent and helpful interest in the efforts of people everywhere to withstand the sort of pressures which are brought to bear against them from the Moscow Communist side." In other words, we must always try to prevent the

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further expansion of communism. In this connection, Mr. Kennan doubts the value of an attempt to reach an over-all agreement with the Kremlin. He writes, "The dynamism of world Communism would not be seriously affected by such an agreement. Words would still mean different things to the Russians than they mean to us. The agreement would be worth precisely what the realities of world power made it worth at any particular moment."

Fifth and last, Mr. Kennan asks, "On what, then, does our national security rest in this coming period?" His answer to this falls in-

to four parts. We must, he believes make sure that military aggression "remains improbable if not impossible," and we must also accept "moderate risks in order that immoderate ones may be avoided." We must give our allies the assurance that we are really with them. We must show, in our domestic policy, "that we are seriously tackling the problems of our own society," in both their material and spiritual manifestations. And, fourth, "our security rests in continuing to act in a spirit of justice and good will toward others, which will make it possible for us to help a little

toward bringing about a general attitude of peaceful cooperation in the world at large."

If we do all this, Mr. Kennan concludes, keeping our eyes on the

distant goals we wish to reach, "We will then be doing the best we can in a complex and problematical world. No nation can do more than that."

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**Feather-bedding scheme of Firemen's Union to put an additional fireman on diesel locomotives has been**

**CONSIDERED TWICE!**

**Fact Finding Boards appointed by Presidents Roosevelt and Truman have said these demands were "devoid of merit" and they were**

**REJECTED TWICE!**

**Now the Firemen's leaders seek to paralyze railroad transportation to compel the railroads to employ a wholly unnecessary additional fireman to ride on diesel locomotives. This scheme is plain**

**FEATHER-BEDDING!**

**LEADERS** of the Firemen's union have called a nationwide strike starting with four great railroads on April 26. These railroads are the New York Central, Pennsylvania, Santa Fe, and Southern.

The union claim that a second fireman is needed on grounds of safety is sheer hypocrisy. Safety has been dragged into this dispute only in an unsuccessful effort to give a cloak of respectability to vicious feather-bedding demands.

After a careful study of the first demands of this union, a Presidential Fact Finding Board on May 21, 1943, reported to President Roosevelt that there was no need for an extra fireman on diesel locomotives.

Again, on September 19, 1949, after a second hearing on the union leaders' demands, a second Board reported to President Truman that: "there presently exists no need for an additional fireman... upon either the ground of safety or that of efficiency and economy of operation."

**Safety Record of Diesels is Outstandingly Good**

**Although the railroads accepted the Board findings, the union leaders have brazenly rejected them. They represent that an**

extra fireman is needed for "safety" reasons. Here's what the Board had to say on that point:

"The safety and on-time performance of diesel electric locomotives operated under current rules have been notably good . . .

"Upon careful analysis of the data submitted on safety, we have concluded that no valid reasons have been shown as a support for the Brotherhood proposal under which a fireman would be required to be at all times continuously in the cab of road diesels. The proposal must be rejected."

The real reason behind these demands is that the union leaders are trying to make jobs where there is no work. In other words, a plain case of "feather-bedding."

The railroads have no intention of yielding to these wasteful make-work demands.

**"The Safety Record of Diesels is Outstandingly Good . . ."**

**PRESIDENTIAL FACT FINDING BOARD REPORT**  
Read these excerpts from official reports of Presidential Fact Finding Boards:

"The safety record of Diesels is outstandingly good, and it follows that the safety rules now applicable have produced good results."

"The safety and on-time performance of Diesel-electric locomotives operated under current rules indicate that Diesel-electric operation has been safer than steam locomotive operation . . ."

Remember! These are not statements of the railroads. They are just a few of the many similar conclusions reached by President Truman's Fact Finding Board which spent months investigating the claims of the union leaders.



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