

Safer Speeds In Safety Program

The faster you drive, the longer, it takes — to stop, that is!

Good drivers know that the higher the speed the more distance required to stop, according to L. R. Fisher, acting head of the Highway Safety Division of the North Carolina Department of Motor Vehicles.

"The question, Fisher said today, is: Do we know how much distance is required to recognize the need to stop, apply the brakes, and come to a full stop at any given speed? And, more important, do you always drive with the full realization that you must be able to stop in an emergency?"



Crime drama at its best comes Saturday to the Marco Theatre in Republic's smashing film, "Hideout." Adrian Booth and Lloyd Bridges are featured.

Object of Search



HUNDREDS of policemen, neighbors and volunteers are seeking James Knauss, 4, who disappeared from his Chicago home following the refusal of his father, Robert J. Knauss, to give him money for ice cream. The child's parents became alarmed when he did not turn up for his dinner. (International)

ANGLO-AMERICAN FRATERNIZATION



A BEAUTIFUL friendship is in the making as U.S. tennis star Patricia Todd introduces herself to a very British West Highland white terrier. Patricia, who had just helped win the Wightman Cup for the United States, met the pup at the matches held on the estate of Lady Crossfield for the benefit of devastated Greek village of Liveras. (International)

Need Firemen And Policemen

J. Julian Jackson, local secretary of the U. S. Civil Service Commission, today announced there were openings for firemen and policemen in the District of Columbia departments.

Applicants must be between the ages of 21 and 33 and meet certain physical requirements.

Interested persons are directed to contact Mr. Jackson at the local post office for details.

Not many people pay much attention to the words of a consistent liar.

FUR STORAGE
at
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More Women In U. S. Work Force

The traditional lament of the hen-pecked male that "It's a woman's world" is gaining ever-wider acceptance. The fair sex is beginning to take over in earnest, infiltrating the male domain where it hurts the most: in the nation's job marts. Distaff employment, after a postwar slump for is moving faster while you are seeing and reacting to the need to stop, and the greater the speed the longer it takes for the brakes to counteract the energy of that speed. Safe, experienced drivers know that. All drivers should remember it.

Safer speeds are the goal of the Department's program this month, a part of its continuing traffic safety program.

a couple of years, is back with a bang: the girls now account for 29 percent of the country's work force; 18,000,000 of them collect regular paychecks. According to a Wall Street Journal survey, the number of women job-holders and job-seekers has jumped 24 percent in the past decade, while the number of men workers has crept up a scant 7.7 percent. Especially significant is the fact that married women are going back to work in increasing numbers—in the past 10 years the number of hausfraus who have swapped their kitchens for an office has nearly doubled.

This is a trend that should ring a lot of cash registers for American shops. For one thing, it shifts more of the purchasing power from men to women, the sex which does most of the spending. It may also loosen plenty of purse-strings, since the woman who earns her own income, instead of getting it as a gift from hubby, has less qualms about putting it back in circulation. And finally, there's the fact that when Mama joins Papa in the payroll parade, the family has more money to spend.

Primarys thus far held show no clear indication of any overwhelming popular trend. Truth of the matter is that many state contests are decided by local issues and the personalities involved and do not give a fair test of national issues.

Water Dearth Laid To Politics, War

Philadelphia.—War and politics are blamed for the nation's widespread water shortages.

This view was expressed by several experts attending the American Water Works Association convention. Harry E. Jordan of New York, association secretary, put it this way:

"Actually, there is intrinsically no long range water shortage. The real shortage is in the facilities for bringing water to the people."

"The major cause of this situation was the war," he said. "Water during the war years, because required materials were hard to get or could not be obtained at all."

"But another factor in our failure to keep water supply abreast the growth of population lies in administrative faults and neglect at local levels. Here we find that administrative officials all too

often do not press for the development of water works programs which have been recommended by engineers. Why is that so? Well, no doubt because the programs aren't considered politically expedient."

STOPS RUNAWAY AUTO

LYNWOOD, Calif. — Noticing a car that was uncontrolled, Jas. A. Buford, 32-year-old truck driver, sped in front of it, slowed down and herded it for a block until it bumped into some heavy roadside machinery. The driver of the car, R. K. Middleton, 73, apparently had suffered a fatal heart attack.

BEST BARGAIN

Compared with the cost of another war, Paul G. Hoffman, Economic Cooperation Administrator, declared that the \$15,000,000,000 America was spending to win the "cold war" was the best bargain this country has ever made.

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"We'd all be safer drivers," Fisher said, "if we'd remember three things: the driver has to see and recognize the need to stop before he can start stopping. After he does that, there's a half second or more interval called 'reaction time' before he is actually doing the third thing, putting on the brakes. All this time — until the brakes finally stop the car — the car is moving toward that thing the driver doesn't want to hit!"

Here are the figures on how long it takes an average driver to see an emergency, react, and stop an average car:

At 20 miles an hour — 43 feet (including 22 feet of reaction time).

At 30 miles an hour — 80 feet (33 feet of reaction time).

At 40 miles an hour — 128 feet (44 feet of reaction time).

At 50 miles an hour — 186 feet (55 feet of reaction time).

"You see," said Fisher, "the faster you go the longer it takes! And that's simply because the car

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