

Forms Code

Margaret... world fame... With the... an impor... when she was... sporting auto... beloved author... pected to adopt... the safety code... deaths and in... on Atlanta... engineer was... member treat... given broad... etter safety de... wait into ef... Da... steps was to... of all drivers... and to revoke... with excess... olutions. Miss... by an off-duty... a long traffic... also were re... a city permit... issued until... been finger... eck with polie... there, appointed... on the traffic... officials... identify most... questions and... might prevent

Spreads 4-H Idea To British On Push-Button Farming

READING, Eng. — Pretty 4-H girl, Margaret Slate is telling British farmers that talk of push-button farming in America is all nonsense. "People must have gotten such ideas from the movies," she says. "Too many think America is a push-button country where everything is done by machine." Margaret, 22-year-old daughter of a Bernardston, Mass., farmer, is visiting British farms on a 4-H club sponsored tour. She's not just looking, she's pitching in and learning what makes British fields and barnyards tick. When she returns home she's going to be a 4-H organizer. Peppy Margaret, in her dumgones and embroidered lumber jacket, is making a big bit with British country talk. They like her common sense and straight-up talk. Volunteered Farmer R. Hodge, of Berkshire, "She doesn't just watch us work—she rolls up her sleeves and joins in." She says that's the American way.



MORE ABOUT Roads (Continued from Page 1)

Its effects are still being felt sharp-ly almost 20 years later. Liability of the counties to fulfill road obligations for rural people during the depression years and general sentiment favoring more centralized control of county roadbuilding played a part in this change. It was the Highway Commission a 34,000-mile instead of a 8,798-mile road system, and it laid the foundation for the philosophy that the State is obliged to furnish all-weather roads for all of its citizens, not just certain groups. At the same time the Legislature authorized the use of county prisons on the road system and raised the gasoline tax from five to six cents, stipulating that the fifth cent which had been allocated to county governments, be allocated to the Commission. In 1933 the Legislature placed the entire State Prison System under control of the Highway Commission and gave it authority to use the labor of 3,650 prisoners on the roads. This made North Carolina one of the very few states in the Union whose state prison system was directly linked with its road system, and it posed problems of administration and discipline which have not been solved to everybody's satisfaction to this day. Economic conditions limited the activities of the Commission from 1931 to 1935. During the years 1934-1937 the Legislature diverted \$4,000,000 from the Highway Fund to the General Fund to help the State through the economic crises of those years. In 1947 the Legislature banned any further diversion of this nature. The decade from 1931 until the beginning of World War II saw the State's highway system steadily expanding as increased use of roads brought more gasoline tax income. The war years brought highway construction to a virtual standstill and helped build up the pressure on the Highway Commission which ultimately culminated in the Better Schools and Roads campaign of 1949.

How'd You Like Porky To Get In Your Hair?



AP News-features. A SHARP PEEK is the porcupine, but Mr. and Mrs. Bennett Nielson of Ephraim, Utah, have fun with theirs. Here Bennett shows how affectionate it is. "Porky is intelligent, too," says Mrs. Nielson. "He opens our screen door, even though it swings outward. He is better than a watch dog, because no one dares to intrude while he is on guard." The little animal eats all kinds of fruits and vegetables. "We found him when he was very small, and raised him on a nursing bottle," says Mrs. Nielson. "Now he weighs 10 pounds. He eats from the same dish as our Irish Setter pup. The pup got a few sharp quills in him at first, but soon learned to stop biting at Porky. Now they play together."

MORE ABOUT Health (Continued from Page 5)

ands of under-privileged, lame little ones. The work has not always been without its discouraging features. Dr. Cooper pointed out, but it has continued, just the same, with progress that has been highly gratifying to him. Oral Hygiene Program The State Board of Health, through its Division of Oral Hygiene, inspected the mouths of 9,324 children, in thirty-two North Carolina schools, last month. The number of under-privileged receiving dental corrections was 2,596, while 5,955 were referred to local dentists. Sanitary Engineering Among other interesting facts contained in the monthly report of the Division of Sanitary Engineering was that, following a conference with State Medical Care Commission officials, it was considered necessary that complete sanitary inspections be made of all hospitals, as the results of these could be used by the commission, along with information received from the Insurance Commissioner, and others, in determining those hospitals which would be licensed. A "bridge" in a radio program is a device, musical or otherwise, to cover a gap between two sections of a broadcast.

Advertisement for MYERS WATER SYSTEMS. Features an image of a water system unit and text: "MYERS WATER SYSTEMS Time-Tested Service-Proven Myers 'H' Series Ejects for both shallow and deep wells. Bank on a Myers Water System to give you longest trouble-free service. Reliability is solidly established in Myers 77 years reputation for building top-quality equipment. And depend on us to help you choose the right system for your needs from the complete Myers line. Also for expert installation and repair service on all makes of water systems. We're as near as your phone! Haywood Electric Service Phone 45-J Hazelwood MYERS WATER SYSTEMS"

How to Arrange Finances That You Are Able to Retire on Constant Monthly Income?

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13,000 Tar Heels Alive Today; Would Have Died Under 1920 Conditions

BY WILLIAM H. RICHARDSON, N.C. State Board of Health. There are in North Carolina today 17,946 persons, including 7,703 babies and 922 mothers, who would have died last year, if the crude death rate and the death rates from certain specified diseases which prevailed in 1920, had continued. This number is equivalent to the population of a small city. The greatest reduction in death rates, of course, have been those resulting from diseases which now are either preventable or curable. No one would be presumptuous to say that the reduction in our crude death rate and the death rates from various specific diseases have resulted exclusively from the effort of Public Health or preventive medicine. This would not be true. Curative medicine has made its contributions also. Throughout North Carolina, there are 5,403 infants safely cradled in their mothers' arms who would have died last year, if the same infant death rate which prevailed in 1920 had continued. During 1920 when North Carolina's infant death rate was 34.9 per 1,000 live births, there were 6,909 deaths among babies under a year old. If that rate had continued, there would have been 9,240 infant deaths in 1948. Instead, there were only 3,337, which is a difference of 5,903. As to the maternal rate, that is based on the number of mothers who die as the result of each 1,000 live births. If the rate of ten which prevailed in 1920, had continued, there would have been 1,938 maternal deaths last year. Actually, there were only 296. Let us consider now the number of people living today who would have died last year, had the 1920 rates for certain diseases continued. There are scattered over the State 7,701 persons who would have died of tuberculosis last year. If the rate had not been so materially reduced, there were 3,004 tuberculosis deaths in North Carolina in 1920, and there would have been 4,499 last year, had no progress been made. As it was, there were only 296. Tracing through the list of certain preventable and controllable diseases, find that the number of those living today who would have died last year under the 1920 rate may be divided as follows: typhoid and paratyphoid fever, 465; whooping cough, 479; diphtheria, 413; dysentery, 461; malaria, 308; influenza, 4,219; poliomyelitis, 430; and the pneumonias, 2,590. We see in this list the effects of the newer drugs, better sanitation, immunization, and also in the case of tuberculosis, early detection and treatment. It is noted that they bombarded the Post Office Department with letters and arguments, but to no avail. Now the Dayton group is taking second best but good enough. They have arranged for a local flying service to be in Kitty Hawk on Dec. 17. The service will pick up the Wright stamps and fly them to Dayton where the philatelic society will be holding its 23rd annual display. The Dayton collectors will have specially cacheted envelopes on which the Wright stamps will be placed and then delivered to the Dayton post office for cancellation with Dayton's postmark on the first day of the sale.

Waynesville Sailor Gets Promotion

William A. Rodgers, USN, husband of Mrs. W. A. Rodgers of 1114 Richard Street, Waynesville, was recently advanced to the rank of engineer, third class, while serving with Subordinate Group 2, Florida Group, Atlantic Reserve Fleet, Green Cove Springs, Fla. Before entering the Navy, he worked for the Howell Motor Co.

Better Rural Roads Demanded

As far back as 1941 it was observed that the excellent system of State highways built with bond funds in the Twenties would need overhauling at the end of the war. At the same time the Commission realized there was growing need to devote more attention to roads in the undeveloped sections of North Carolina. The growing demands for better farm-to-market roads increased after two hard winters left most of the unpaved mileage of the 63,000-mile road system virtually impassable. North Carolina had assumed responsibility for its 45,000 miles of county roads in 1931. Rural people were now demanding something more than token maintenance for this road system. Governor P. Gregg Cherry's administration launched an ambitious farm-to-market road program just after the war ended. More than 3,000 miles of secondary roads were paved from 1945 to 1949, but this merely scratched the surface. Although highway revenue had continued to rise as automobile use increased, costs of roadbuilding rose even higher. Funds were insufficient to launch an intensive county road improvement program and at the same time meet the demands of the primary road system. The only answer to this problem, in the opinion of newly-inaugurated Governor W. Kerr Scott (1949-52), was another road bond issue like those of the Twenties—this time aimed at building and improving the secondary road system exclusively. In a special message to the 1949 Legislature Governor Scott proposed a \$200,000,000 rural road bond issue which would help hard-surface 12,000 miles and improve another 35,000 miles of secondary roads. The Legislature passed Senate Bill No. 52 providing for such a bond issue if approved by a vote of the people. Following a spirited State-wide campaign spearheaded by the Governor, the bond issue carried in a special election on June 4, 1949. The bill provided that the State's six-cent gasoline tax should be raised to seven cents on January 1, 1950, and that the proceeds from this extra cent be used to help pay interest on the money borrowed. The first \$50,000,000 segment of bonds were sold by the State on September 28, 1949, at an average interest rate of 1.57 per cent. Immediately the Highway Commission launched its secondary roadbuilding program in every section of the State. The Road Bond Act authorized specific allotments of the \$200,000,000 for each of the State's 100 counties based on population, area and road mileage. Ten per cent of the total amount may be used by the Commission for equalization purposes anywhere in the state, and a portion of the fund has already been earmarked for purchasing roadbuilding machinery. As of December 1, 1949, nine of the ten division commissioners had announced specific roads to be improved with the first segment of the bond money. Some 1,141 miles of secondary roads had already been hard-surfaced and work was ready to begin on one-third of the 12,000 miles Governor Scott set as his paving goal. Meanwhile, the commission continued its primary road improvement program with regular highway funds, finally freed from the pressure of county road demands. The Commission also went on record as approving close coopera-

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Voice (Continued from Page Two)

corporated, plus several days after Christmas. Actually, about eight days off for the holidays." Charles Alley, Freshman—"I prefer to have two weeks vacation for Christmas, because you have more time to do your Christmas shopping and all the other necessary things." Calcium In Ice Cream One serving (one-sixth quart) of vanilla ice cream contains nine times as much calcium as one medium-sized potato, two and one-half times as much as a medium-sized orange, four times as much as an egg, and nine times as much as one medium-sized carrot.

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