

# PINK HILL-GRADY-SMITH NEWS & VIEWS

## Local Boy Marries

Frank T. Grady, son of Mr. and Mrs. Ned T. Grady, of Seven Springs, was united in marriage to Miss Rosario Valia (Spanish) on September 1st. The wedding took place in Chapel Hill where both have been attending summer school.

Mr. and Mrs. Grady are spending their honeymoon in Puerto Rico, home of the bride. They will be at home after Sept. 14 at the Franklin Apartments, Durham, where Mrs. Grady will hold a position as Nutritionist at Duke Hospital, and Mr. Grady will continue his studies at Chapel Hill.

## Goodsons Tour Four States

Mr. and Mrs. Paul Goodson, daughter, Isabelle, and sons, Kenneth of Hampton, Va., and Bernard of Goldsboro, recently visited points of interest in Western North Carolina, Tennessee, Georgia, and South Carolina.

## Personals

Guests in the home of Mr. and Mrs. H. D. Maxwell at the week end included Maj. Hugh Maxwell, and Miss Helen Ragdale of Washington, D. C., Mr. Walter Futrell and Miss Angelyn Smith of Fayetteville and Mr. Walter Godwin of Wilmington. Mr. Godwin was accompanied home with Mrs. Godwin and small daughter who had spent the week in the Maxwell home.

Mrs. Horace G. Tyndall and Miss Wanda Tyndall are vacationing in New York.

Misses Mason and Fannie Grey Wexley left recently to resume their work as teachers in the Sanford and Walstonburg schools.

Mrs. Walter Godwin and Miss Violet Maxwell were business visitors in Wilmington Friday.

Mrs. Celia G. Sutton of Durham and Miss Kate Kornegay of Wilmington were overnight guests of Miss Celia Maxwell Thursday.

Kenneth Maxwell left Monday to enter Castle Height School in Lebanon, Tenn. He was accompa-

nied by his father, Mr. E. B. Maxwell and Mr. Horace G. Tyndall who returned home Tuesday.

J. C. Smith left Monday for PJC where he will be a senior. Mr. and Mrs. S. J. Maxwell returned to Austin, Texas Monday after visiting their parents, Mr. and Mrs. H. E. Maxwell.

Dr. and Mrs. D. W. Ruffin attended the Shriner's Convention at Manteo last week.

Miss Betty Edwards will leave in a few days for Planks School of Creative Art in Asheville where she will be a student.

Mr. and Mrs. Rudolph Davis were guests of Mr. and Mrs. Rommie Mallison and Mrs. Carrie Hardie in Greenville Sunday. They were accompanied home by Mrs. Laura Davis who had spent the week with Mrs. Hardy.

Mr. and Mrs. Levi Everett and children were guests of relatives in Farmville at the week end.

Mr. and Mrs. S. J. Smith and daughter, and Mrs. Bertha Smith were recent visitors at Morehead.

Mr. and Mrs. Jimmie Simmons and Mr. Hal Worley of Farmville, Va., Mr. and Mrs. Wallace Williams of Smithfield and Mr. and Mrs. Floyd Price of Selma were recent guests of relatives here.

Several from Pink Hill attended the Masonic and Eastern Star Picnic supper at Maxwell Mill Thursday afternoon.

## INTENDED FOR LAST WEEK Maysville News

Mr. Preston Whitfield and son spent the week end at Carolina Beach.

Mrs. Viola Burke and daughter and Mrs. Ruth Pyron of Leaskville spent Wednesday night with Mr. and Mrs. Jas. King.

Mr. and Mrs. Jim Grady spent Monday at Carolina Beach.

Mr. and Mrs. L. M. Pate of Hope well, Va. spent several days last week with relatives here.

Born to Mr. and Mrs. Robert Grady, a son, August 31.

Mrs. John King nursed David Brock Sunday night who is a patient in Goldsboro Hospital.

Mr. and Mrs. D. O. Thompson Mr. and Mrs. Norman Hatch of Mt. Olive, Miss Angela Hatch of Greensboro and Miss Louise McClanny of Richmond, Va. visited in this section Sunday.

Mrs. E. H. Garris is spending several days with her daughter

## To Help Administer The Taft-Hartley Labor Law



WASHINGTON, D. C.—(Scundphoto)—Three new members of the National Labor Relations Board, recently appointed to help administer the Taft-Hartley Labor Law, are sworn in by Judge Geo. D. Neilson of the D. C. Municipal Court. Left to right: NLRB members J. Copeland Gray, Abe Murdock, NLRB General Counsel Robert N. Denham and Judge Neilson officiating.

Sallie in Lexington. Mr. and Mrs. Paul King and Betty Jean attended the revival at Garner's Chapel Sunday night.

J. B. Williams spent Monday in Goldsboro.

Among those visiting Mrs. Ada Williams, who remains quite ill, were Mr. and Mrs. Hiram Grady of near Kenansville.

## State Farm Youth In Garden Contest

Young vegetable growers from 14 counties in North Carolina have enrolled in the 7th annual National Junior Vegetable Growers Association production-marketing contest. These young gardeners are competing with others from 43 states for a share of the \$6,000 scholarship fund provided annually by the A & P Stores. The awards include a \$500 national championship, four \$200 regional awards, 23 sectional awards of \$100 each and four \$10 awards in each State.

Methodist Church, Rocky Mount on Thursday, September 13, beginning at 10 a. m. The purpose of the meeting is to make plans for the special emphasis on Church School enrollment and attendance in connection with the Crusade for Christ, the nationwide program of the Methodist Church.

The closing address will be given by Bishop Peele and adjournment will be reached by 3:30 P. M.

Faced with a National grain surplus that will be 700 million bushels short of last year's production, North Carolina dairymen are asked to grow more fall and winter

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## Electric Fences Can Be Death Traps

An electric fence can be a death trap. Farmers have been repeatedly warned about the danger of farm assembled electric fences, and there is still many of these on farms which may take a life unless they are removed.

An electric fence is an excellent labor and expense saving convenience, and is as safe as any other electrical appliance, provided accepted controllers are used. So many people fail to realize that the ground is a conductor and the voltage on the fence should be reduced to where the shock is just a sting, instead of a electrical haz-

ard. If you have an electric fence in operation that does not have a controller to cut the amount of current down to a safe amount for both humans and animals, by all means, disconnect it. And if you plan to install an electric fence, be sure to use an accepted control with it.

"With a possible future shortage of timber products facing us, and at the same time hundreds of thousands of acres of idle, non-productive land available, it is important that farmers, especially young farmers, become interested in a program of reforestation," he said.

At the close of a day's work, washing an animal's shoulders with a cold water strong salt solution will help keep them in a healthy condition.

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## Bishop Peele Calls S. S. Workers

Bishop W. W. Peele of Richmond, Va., Bishop in Charge of the N. C. Conference, has announced a meeting of the pastors and Sunday School workers of the N. C. Conference to take place in the First

## Uncle Sam Says

Exactly how much have you saved in the last 12 months?



If you can't write a good big figure in the space above then you'd be smart to adopt a method of savings that millions of Americans have found to be absolutely sure fire. This method is the regular buying of United States Savings Bonds. People buy Savings Bonds now on two convenient plans. If you are on a payroll, through the Payroll Savings Plan. If you are a professional man or woman or self-employed, through the Bond-a-Month Plan at your bank. By signing up on either plan, twelve months from now you will be able to write a nice healthy sum in that space up above.

U. S. Treasury Department

**Big engines... long trains**

**mean lower cost to you!**

*But union leaders want "half-trains" - double crews!*

Big locomotives are built to do a big job in the big country which is America—a big job in peacetime as in wartime. They are built to pull long trains.

Long freight trains can handle more goods at less cost—to you—than short trains.

Long trains mean fewer trains—fewer chances for accidents—fewer interruptions.

But a few railroad union leaders oppose long trains—among their current 44 demands, one is to limit the average length of freight trains to 57 average cars. Do they demand this?

For "safety," they say. But it's Government figures show definitely that long trains mean greater safety to railroad employees and public alike.

Then, if safety is not the real reason—what is the reason behind this demand? It is to make more jobs which are not needed—to get more pay! This "made work" would be sheer waste. Think of big, modern locomotives using only half their power.

For this waste, you—the public—would have to pay. Higher costs mean a lower standard of living for everybody. Nobody wants that!

**Here's the record...**

In the quarter century... 1921-1946...

Average length of freight trains has gone up.....	39%
Average speed of freight trains has gone up..	39%
The rate of injuries to railroad employees has gone down.....	60%
Average wages paid railroad workers have gone up.....	84%
Price of railroad materials and supplies has gone up.....	58%
Railroad taxes have gone up.....	76%
But the average charge by railroads for hauling a ton of freight one mile has gone down.....	23%

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