

Wages Are Dull Spot In Modern Dixieland

A dull spot is seen in America's gleaming picture of industry and high incomes. More than eight million people in the South receive less than \$500 a year.

The report is based on current Bureau of the Census figures. The survey covered 1953 incomes in the United States.

Some 24.4 per cent of the South's population aged 14 years and over earned from \$1 to \$499. An additional 15.4 per cent received from \$500 to \$999 in the same year.

C. W. Martin, manager of the U. S. Department of Commerce in Charleston, S. C., applied the survey to the 1950 population census.

This, he reported, showed 16.5 million males and some 17 million females. The following Southern states were included:

Alabama, Florida, Georgia, Mississippi, Tennessee, the Carolinas, Virginia, Maryland, Delaware, Kentucky, Louisiana, Arkansas, Texas, Oklahoma and District of Columbia.

Income Low

Males in the region received a near-average income of \$2,317; females received \$900. These compared with 3,222 and \$1,168 for male and female income in the United States as a whole.

Martin's analysis referred to the large rural population in the South. Attention was also drawn to "a larger percentage of non-whites whose earnings are relatively low."

Restricted to white urban residents, median income in the South was about 10 per cent below corresponding groups in the West and Northeast.

The median for women was "not significantly different from that in other parts of the country."

Below Standard

Urban nonwhite (men and women), received incomes "far below those in other regions," it was observed.

Nonagricultural employment in eight southeastern states reached 6,031,600 in April this year. North Carolina noted an addition of 10,000 workers compared with a year ago.

United States — 40.2 — \$74.77; North Carolina — 37.9 — \$48.51. Three additional Southern states taken at random:

Alabama — 39.9 — \$58.65; South Carolina — 40.4 — \$52.52; Florida — 41.5 — \$56.86.

Hodges Supports Efforts to Curb N. C. Woods Fires

Raleigh—Gov. Luther Hodges has let timberland owners know that he's squarely behind their fight to prevent forest fires.

With this assurance, forest industries and other timberland owners now have bolstered hopes that there will not be a recurrence of disastrous blazes that swept more than 600,000 acres in the eastern part of this state last spring.

In a recent meeting with forest industry representatives intent on doing something about the fire situation, Gov. Hodges pledged: "You can have my immediate support."

The problem, he thinks, "has gotten so important during the past few months that I think we should take a renewed interest in it."

The visiting delegation, presented him with a series of recommendations worked out earlier by a subcommittee of the North Carolina Forest Industries Committee, one of the first groups in the state to begin work at finding a solution to the fire problem. Dr. C. E. Hartford of Acme, vice president of the Riegel Carolina Corp., was spokesman.

Gov. Hodges said he will assist where possible in getting emergency fire fighting funds at the times of need.

The recommendations included proposals for better detection methods, with cooperation between state officials and the military in North Carolina; better methods of utilizing fire fighting equipment; better enforcement of the state's existing laws through a program of education; and increased knowledge of fire fighting methods through training courses



A RARE SIGHT NOWADAYS—Oil and gas burners, or automatic coal stokers have just about replaced the 24-hour vigil of keeping the wood fire stoked and the barn temperature even. Keeping awake was sometimes a problem and led to the practice of social gatherings being held at the tobacco barn—to keep the fireman awake and at the same time to let him share in the festivities. This type barn daubed between the logs with mud is on the way out, too, though it has been described as a tobacco barn hard to beat for tightness, even if wasteful of timber.

for both state and industry personnel.

Among the proposals already in the process of being carried out by the State Forestry Division under State Forester Fred H. Claridge is a vigorous educational campaign aimed at people responsible for incendiarism. Claridge, too, has created an Eastern Fire District in the state's coastal plains region. It will be under the direction of Ralph Winkworth of the Forestry Division.

Gov. Hodges was particularly in favor of a program to train at least one man within each district

as a law enforcement officer for the fire situation.

"I think," he said, "that it's very important" for this step to be taken.

He agreed much of the problem is a local one, especially one of education. In a state where, in 174 convictions for incendiarism last year, the average fine was \$11.92, he favors the educational approach. As the Industries Committee has pointed out, along with others, little can be done in court unless the public knows incendiarism is a crime.

Thus with the assistance of North Carolina's governor, the

forest industries and woodland owners can now be confident that whatever happens in the future, those happenings will not stem from ignorance or a lack of interest.

The wood industry may some day grow to be the largest in the state, the governor said, and he wants to make sure that their supply of materials remains in the state.

Why does a chicken cross the road? Why also, does a dog? It's risky business on today's highways, even for the driver who tries to avoid them. Of course it's

important to avoid hitting an animal or fowl if you can, but the Institute For Safer Living names two considerations that must come first. Do not attempt to swerve out of your lane or make an emergency stop unless: First you make sure that other traffic on the road will not be imperiled by your quick stop or your change of direction, and second unless you know that your passengers are prepared for your sudden move.

Every bad habit acquired by a person actually places a chattel mortgage on his personality.

They're Still Making Buggies in America

Buggy making, though not exactly booming, still is a business in the United States.

At least two companies maintain their listings as buggy manufacturers in farm equipment directories. Here and there work a few other lingering craftsmen—Roman Schrock of Walnut Creek, Ohio, for example, who by law now has to put headlights, taillights and parking lights on highway buggies he builds to order.

The biggest buggy factory—Standard Vehicle Company of Lawrenceburg, Indiana—makes about 800 passenger vehicles each year. Its catalogue lists nearly 50 different models, from surreys and phaetons to sulkies and horse-show pony carts. From it can be bought "Our Mail Route Buggy," or the "Blue Grass Special."

Amish and Acadians

For steady transportation, says the National Geographic Society, only two groups of Americans still buy buggies in any numbers. Amishmen, the devoted Amish farmers whose somber garb and German idiom may be found from Pennsylvania to the Midwest; and the French-speaking Acadians of Louisiana's southern "Cajun country."

Through the Amish valleys of Pennsylvania, square canvas-topped family buggies and open bachelors' runabout roll along behind clip-clopping horses as if automobiles had never been invented. Although their numbers are decreasing, Old Order Amish stick steadfastly to horse and buggy travel wherever it will do the job.

Probably half the buggies built in the United States go to Louisiana. New buggies are seen as often as new cars in some small bayou towns. Buggy dealers support showrooms, blacksmiths repair iron-rimmed wooden wheels, and stores and doctors' offices keep hitching posts outside. Long-maned Creole ponies pull high-wheeled family buggies into town on roads that often would mire more modern conveyances.

Carriage and Coach

While plain buggies are still fairly common in some rural

areas, the day of fancier carriages seems dead. The victoria, brougham, barouche, rockaway, landau, cabriolet and sociable are among the vanishing models.

What happened to all the countless old coaches and carriages of a short half-century ago? Who has ever seen a buggy dump comparable to auto graveyards?

A few stagecoaches stand in museums, a few buckboards bounce around estates and dude ranches. Recently, a refurbished Conestoga wagon rumbled into Wheeling, West Virginia, following the path of the old National Road and commemorating the forerunner of the covered wagon.

One New York City stableman keeps several hundred old tally-hos, gigs, coaches and other horsedrawn vehicles for rent, adding spice to college parties and tour promotions.

Antibiotics Change Rumen Organisms

Large amounts of certain antibiotics when fed to sheep and goats will interfere with the normal operation of the rumen, according to some recent experimental work, the American Veterinary Medical Association says.

Sizable amounts of an antibiotic administered over two to four days are said to have resulted in complete loss of appetite. This is probably due, the AVMA reports, to interference with the normal content of bacteria and protozoa necessary for normal rumen digestion.

However, if rumen content from untreated animals was given to those treated, the report shows a rapid return to normal rumen activity. When smaller amounts of the antibiotic were administered over a longer period of time, the operation of the rumen was disrupted, but the animals gradually appeared to become accustomed to the antibiotic and normal appetite returned.

If the man who is always in debt will keep a record of his expenses he may find it is sense he lacks—not dollars.

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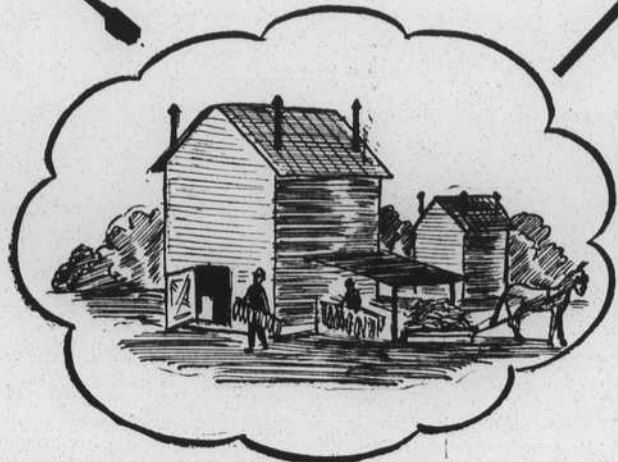


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