

Traffic Safety Organizations Urge Strict Law Enforcement

CHICAGO — With the nation facing an all-time high traffic death record this year, two leading traffic safety organizations have called for a tough enforcement policy during the Fourth of July holiday, and other holidays during the summer and fall.

The National Safety Council and the International Association of Chiefs of Police said that appeals to driver responsibility must be supplemented by strict enforcement of the law to curb the heedless and reckless minority.

Such action is the only effective way to hold down the death toll on an immediate and short-term basis, the two traffic safety groups agreed.

The joint enforcement recommendations for the 30-hour Fourth of July period were:

1. Cancel all days off for police and put every available officer on duty. Assign as many personnel as possible in plain clothes and unmarked cars to traffic patrol, especially from 6 p.m. to midnight on Tuesday and Wednesday.
2. Concentrate manpower on high volume or high speed streets and highways where accidents are mostly likely to occur.
3. Concentrate on hazardous moving violations, especially speeding. Be alert for erratic driving and other evidence of evening-hour driving after drinking.
4. Coordinate the effort with other enforcement agencies.
5. Use whatever other enforcement means are available locally, such as radar.
6. Publicize the program in advance so motorists will understand and cooperate with the objective.

The Council estimates that there will be 50 million vehicles on the move during the holiday. Usually extra travel means extra hazard.

One hundred and sixty national organizations are participating in the Fourth of July effort to correct three main holiday driver faults:

1. Haste—to crowd the most fun into the shortest time—
2. Impatience—which leads to chance-taking as the result of congestion delays.
3. Drinking and driving.

ACROSS the DESK

ideas from other editors

From the Ravenswood News, Ravenswood, W. Va.: The fairly vital question of "How fast is too fast?" is no longer a problem of highway construction or of automobile design, of horsepower or brake effectiveness. It's gotten way beyond that into the speculative realm of the human mechanism and its responses.

As matters stand, the car can take considerably more than the driver. Hence, the differing notions of what speed limits should be: 60 miles an hour on the New Jersey and Pennsylvania Turnpikes, 65 on the new Ohio Turnpike and 55 on most of our other super-highways. On modern, "trouble-free" roads, with wide-swept curves, gentle grades and exceptional range of vision, the steady, uninterrupted pace keeps creeping up somehow as the unaccustomed sense of security slows down the reflexes. As the minutes and miles go by, the sense of speed diminishes and with it the awareness of how rapidly slower vehicles are being overtaken, and the distance required for stopping.

"Highway hypnosis," they call it. And at night the conditions are magnified, complicated by oncoming headlights and roadside shadows. "Night-vision" varies widely among drivers, and the same person's night-vision may be excellent or poor, depending on his state of

health. But, day or night, if a vehicle on the road ahead is presumed to be moving when it is actually stopped, the scene is set for tragedy. The very instant a car or truck or bus is disabled on a busy high-speed highway, that vehicle should be so distinguished. Too many truck drivers, for instance, have been killed by oncoming traffic while in the act of putting out or taking in the pot torches, red electric lanterns or portable reflectors required by law.

From the Catskill Mountain Star, Saugerties, New York: "To fear that automation will create widespread unemployment flies in the face of history. Every improvement in production methods, along with every invention of importance has ultimately produced not fewer jobs, but more and better jobs.

The automobile destroyed the horse and buggy businesses—but an almost infinite increase in employment and opportunity followed. More recently, prophets of doom forecast that dial telephones would bring a catastrophic degree of unemployment among operators. Yet there are seventy per cent more phone operators than there were ten years ago.

Automation is to be welcomed, not feared.

HEROIC DOG TO BE SELECTED FOR AWARD

Does anyone know of a heroic dog in this community whose unselfish actions have gone unrewarded?

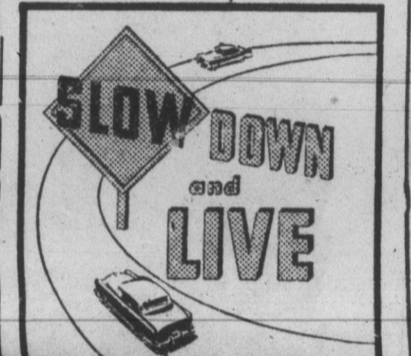
The Quaker Oats Company is scouring the country in search of likely candidates for its third annual Ken-L-Ration award, to be presented September 6 at the Crystal Room of Chicago's Palmer House. This award will go to the dog adjudged as having performed the most meritorious service to mankind in the past 12 months, according to J. S. Bray, manager of The Quaker Oats Company's sales office.

The award will carry with it a \$1,000 government bond, a gold-plated leash, collar, and medal, a plague, a dog blanket, and a year's supply of dog food. Winners of second, third, fourth, and fifth places will receive, respectively, \$500, \$250, \$150, and \$100 in government bonds, plus silver-plated leashes, medals, collars, plagues, and dog blankets.

For three days the prize winner will be a guest, along with his owners, at one of Chicago's finest hotels. They will be flown to Chicago from their home city.

Winner of last year's Ken-L-Ration award was a cocker spaniel named Taffy, from Coeur d'Alene Idaho, who saved his little four-year-old master from drowning in an icy lake. The first year's winner, Tang, a collie from Denison, Texas, saved the lives of four small children on different occasions by pushing them from the path of oncoming autos.

Any information regarding heroic dogs should be forwarded to the Ken-L-Ration division of The Quaker Oats Company, Merchandise Mart, Chicago 54, Illinois.



ACCIDENT FACTS 1955

Raleigh—There were nine Tar Heel communities that suffered five or more Traffic Fatalities in 1955. Those cities and towns, as determined in a study by the State Department of Motor Vehicles, were: Charlotte 18, Asheville 10, Winston Salem seven, Fayetteville six, Raleigh six, Staley six, Durham five, Gastonia five, Laurinburg five. Altogether 92 Tar Heel communities reported 192 Traffic Fatalities for the year.

WORDS or Just Being Naive THOUGHTS



SUBURBAN Grand Rapids resident demonstrates where he and his family found shelter in the southwest corner of his basement after finally hearing a tornado warning on his radio only two minutes before the twister struck at 7:13 p.m. (F.C.N. Photo)

A tornado dipped out of a murky, yellow-green sky at supper-time on April 3, smashing the Michigan communities of Hudsonville, Standale and Comstock Park near Grand Rapids.

It did tremendous damage. Eighteen were killed and 84 hospitalized by the twister, which also destroyed 329 homes and damaged 172 along with 396 business and farm buildings.

But it also taught a dramatic lesson on what an alert and well-manned local civil defense can do to save lives in the first critical hours before outside help can arrive.

Within 24 hours, some 1,000 CD volunteers were on the job, headed by Tom Waish, Kent County CD director.

THE DETROIT NEWS, in its coverage of the tornado said: "The efficiency of the CD volunteers was immediately apparent. Kent County's (Grand Rapids) CD organization was at work before the tornado struck. Its men and equipment were at the scene in Standale and Comstock Park within 30 minutes after the twister left, and those

men were there firstest with the mostest."

"Within 20 minutes, 17 ambulances and 23 station wagons were at the scenes of the devastation... In addition, more than 100 blood donors were on their way to Grand Rapids hospitals to await the arrival of the wounded—a plan arranged by Dr. Winthrop Prothro, Grand Rapids health officer who heads the CD medical committee.

"By 9 p.m., less than two hours after the storm, emergency housing for 500 had been arranged at downtown hotels and school gymnasiums by Rupert Kettle, regional director of the State Welfare Department. He also is CD's housing and relief chief.

"WHEN SURVIVORS returned the next day to begin salvage operations, they were amazed to find more than 200 pieces of heavy equipment had been assembled by Jack Barnes, head of a Grand Rapids construction firm, who is CD's chief of demolition and clearance."



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ADMINISTRATOR'S NOTICE NORTH CAROLINA YANCEY COUNTY

Having qualified as Administrators of the Estate of S. W. Hilemon, deceased, late of Yancey County, this is to notify all persons having claims against the Decedent to exhibit the same to the undersigned Administrators at their home at Bald Creek, N. C., on or before the 29th day of June, 1957, or this notice will be pleaded in bar of their recovery.

All persons owing the Estate will please make immediate payment.

This 29th day of June, 1956.
Mrs. Bonnie H. Morrow and Floyd H. Hilemon, Administrators of the Estate of S. W. Hilemon, Deceased.
July 5, 12, 19, 26, Aug. 2, 9

ADMINISTRATRIX NOTICE NORTH CAROLINA YANCEY COUNTY

Having qualified as Administratrix of the Estate of Mamie Jane Evans, deceased, late of Yancey County, this is to notify all persons having claims against the Decedent to exhibit the same to the undersigned Administratrix at her home at Rt. 1, Burnsville, N. C., on or before the 29th day of May 1957, or this notice will be pleaded in bar of their recovery.

All persons owing the Estate will please make immediate payment.

This 29th day of May, 1956.
Luna E. Ray, Administratrix of the Estate of Mamie Jane Evans, Deceased.
May 31, June 7, 14, 21, 28, July 4

ADMINISTRATRIX NOTICE NORTH CAROLINA YANCEY COUNTY

Having qualified as Administratrix of the Estate of Mrs. Kate Ray, deceased, late of Yancey County, this is to notify all persons having claims against the Decedent to exhibit the same to the undersigned Administratrix at her home at Burnsville, N. C., on or before the 7th day of June, 1957, or this notice will be pleaded in bar of their recovery.

All persons owing the Estate will please make immediate payment.

This 7th day of June, 1956.
Lens R. Tilson, Administratrix of the Estate of Mrs. Kate Ray, Deceased.
June 7, 14, 21, 28, July 5, 12

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