

# Jones Journal

"A BETTER COUNTY THROUGH IMPROVED FARM PRACTICES"

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## 'Courtesy Is Contagious' Du Pont Officials Believe

### Neuse River Watershed Group To Meet Friday In Goldsboro

Members of the Neuse River Watershed Authority, which was created by act of the 1953 General Assembly as the first such body of its kind ever named to tackle a river problem in North Carolina, are slated to hold their first meeting in Goldsboro on Friday, July 24, at 2 p. m.

E. J. Wellons of Smithfield, president of the Neuse Valley Development Association, today advised Director George R. Ross of the Department of Conservation and Development that he is asking members of the NEWA and of his association to meet jointly at Goldsboro on July 24.

The law creating the NRWA provides that members of the eight-county authority meet within 60 days after boards of commissioners in each of the eight counties had named two voting members of the authority from each county.

Ross and Wellons were advised this week that Craven County commissioners had named that county's two voting members of the NRWA. They are: W. R. Newell, Dover, RFD 1, and George R. Scott, New Bern. Craven was the last of the eight counties to name its members of the authority.

Voting members of the NRWA

Pope and Gregory Poole, Wake; P. B. Stevens and Willie D. Curley, Johnston; J. Manley Fosene and R. L. Fordham, Jones; A. C. Edwards and Mark C. Lassiter, Greene, and Dr. D. J. Rose and Frank Phillips, Wayne.

Wellons said that the NRWA is "a direct result of the efforts of George Ross, the Department of Conservation and Development, Dr. D. J. Rose of Goldsboro, and other members of the Neuse Valley Development Association, and we of the association intend to give the authority members our full support."

The Smithfield attorney said he is inviting Ross, who retires

next Monday as C. & D. director, and his successor, Ben E. Douglas of Charlotte, to attend the joint meeting of the NRWA and the NVDA at Goldsboro. "I am sure all of us will want the continued advice and support of the Department of Conservation and Development and I feel sure we will get it," Wellons said.

### Ten Jones 4-H'ers At Raleigh Meeting

A total of 10 Jones County 4-H Club members attended all or part of the annual 4-H week that was held on the campus of State College this week in Raleigh. Graham Mallard, Betty Taylor, Durwood Koonce and Hazel Ann Bender spent the entire week.

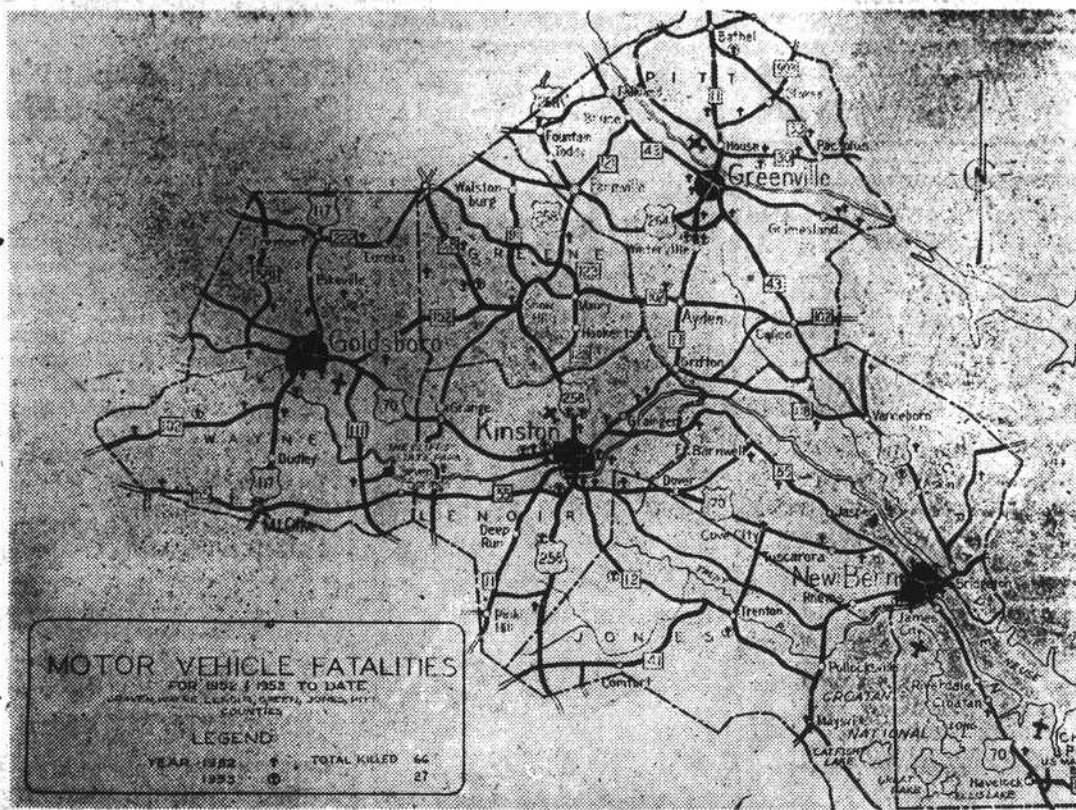
Jeter Taylor, Daphne Smith, Hayes Koonce, Anthony Mallard and Amelia Harker went Wednesday and with some of those already there took part in the folk dance festival and Lucille Banks went Wednesday to compete for 4-H Health Queen honors. Graham Mallard also represented Jones County in the State Health King competition while Hazel Ann Bender represented Jones County in the state-wide dress revue.

### Want to Go to Camp Register by August 1

All Jones County 4-H club members who want to attend the annual summer encampment which this year will be held at Camp Millstone near Rockingham are urged to contact the Assistant Farm Agent William Shackelford or the Home Agent Mary Olive Owens before August 1st.

The usual week of fun and frolic is promised again this year and this is the first year that Jones County club members have had a chance to go to Camp Millstone which is rated as one of the finest in the state.

## Kinston Dacron Plant Aims Both Barrels At Highway Safety With Program Reaching 1,600 Workers



Backed up by the best in-plant safety program in American industry, officials of the Kinston Dacron Plant of the Du Pont Company have throughout this month turned their full, considerable safety artillery in the direction of the bloody battlefields of Eastern Carolina's highways.

Particularly aiming their safety slogan "Courtesy Is Contagious" at the 1,600 workers in the Kinston plant but hoping and believing that some of this will lap over into the areas from which these men and women come, Du Pont with its customary attention to detail is "going first class" for safer highways.

Since practically all of the plant's 1,600 workers come from the six-county area which includes Lenoir, Pitt, Craven, Jones, and Wayne, Greene Counties, the safety program has during the month of July and will further in the future bring the brutal, tragic and expensive facts to highway life in these counties to the attention of each of these workers.

A special moving picture, "A Day In Court," has been viewed by each worker in the plant. A lecture by a member of the Safety Division of the North Carolina Motor Vehicles Department, cartoons on all plant bulletin boards, pictures of wrecks, on bulletin boards, are parts of the program.

Illustrated booklets, eye-catching pamphlets, stickers for car bumpers that glow on into the night "Courtesy Is Contagious" are now and will continue to be through the years a part of this first private approach to the staggering problem of highway accidents.

Among the bulletin board items that has caused every worker to pause and ponder is a map of the six-county area with red crosses painted in where each of the 93 people was killed in the 18 month period ending July 1st in these six counties.

This extremely undesirable "honor" is divided Lenoir and Wayne each 21, Craven, 10, Pitt 18, Greene 8 and Jones 5. Each

Du Pont worker has been pleaded with in many different ways to "not become another red cross" and further not to cause anybody else to wind up as a statistic.

Each Du Pont worker has been reminded that last year alone over 38,000 men, women and children were KILLED on the highways of the United States and that more than a BILLION dollars property damage accumulated in accidents which injured another two million people.

Looming large on the horizon as a leading proponent of safety is nothing new to Du Pont folks. For over 150 years since Irenee du Pont de Nemours set up his first black powder plants on the banks of the Brandywine near Wilmington, Delaware, this industry has placed emphasis upon safety, has invested millions of dollars in safety and has received dividends far beyond that huge investment in preventing loss of life, damage to machinery, morale and production.

"Most machines can be built in a short while," one Du Pont official said, "But it takes about 20 years to grow a man."

The investment in safety is not entirely based on hard cash as one worker pointed out after eleven months with Du Pont. "When I first went to work with this crowd I thought all of this hollering about safety was just another way to spend untaxed dollars but now I really believe the Du Pont folks are interested in me, and the rest of us, as individuals."

This venture "off the reservation," so to speak, is something new for Du Pont's safety-minded top brass. Notoriously afraid of off-color publicity which wealthy companies frequently fall heir to if they meddle or even hint of meddling in "outside" affairs, Du Pont policy tends to stick pretty close to "it's own knitting."

And in the highway safety program Du Pont is not hitting the chautauqua circuit with a brass band and a case of snake oil. It merely "hopes" that some of what it is preaching and praying and testifying to with

its workers will spread into the surrounding community and even into the nation. "If we can help in any way, we'll be glad to," is their attitude.

Du Ponters take a view that traffic safety is a matter for the individual and not for the policeman or highway patrolman. This is, indeed, a new approach that comes like a breath of fresh air into the arena that has largely heard, in the past, nothing but shouts of "make it against the law."

Local Du Pont officials in bringing this highway safety effort to the attention of newsmen wondered "if this has any news worthiness?" They also left no doubt that they were NOT trying to take over, but were merely doing their best to help governmental groups and civic safety efforts cope with the most pressing problem in the nation today.

They feel, rather like the old lady, that every little bit helps.

### Two Vance Homes Lost on Tuesday

Two fires both of undetermined origin, Tuesday destroyed Vance Township homes and practically all of the furnishings of the two homes.

At 11 Tuesday morning a pilot from Stallings Air Base saw the burning home of Katie Holloway and called the base fire truck by radio but by the time the truck arrived the house was all but completely destroyed. It was directly back of the air base.

At about 3:15 Tuesday afternoon the home of Albert Ward at Dawson's station went up in smoke but a few pieces of furniture were saved. Ward, who runs a filling station at Mewborn's Crossroads, was not home when the fire broke out and his family was away putting tobacco. The ward home was owned by Mrs. Lillie Taylor.

Kinston firemen who answered this second call for help stood by and saved an old filling station building and other out houses that were being threatened by the Ward home as it burned to the ground.

### Ford Flew Fast, Flipped, Fell Flat



This upturned Ford is, or was the property of Marine Jesse A. Krauss of LaGrange who lost control of it early Saturday morning on US 258 south of Kinston and allowed it to run into the ditch just north of the Church of Latter Day Saints in the Noble's Mill section. That was bad enough—running into the ditch, but after traveling a few feet down the ditch the Ford, apparently still traveling at a pretty rapid clip, hit the culvert leading into the church

yard. This sudden impact with the exceedingly solid culvert caused the Ford to take to the air for more than 30 feet and then come back to earth in the position shown here. Krauss, who was apparently not badly hurt was picked up by fellow Marines and taken on in to "duty" at Camp Lejeune, home of the world's best known and largest collection of "Hell Drivers." (Polaroid One-Minute Photo by Jack Rider.)

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