

Veterans Program Reviewed Jan. 20th

During the year 1948, Negro Veteran Farmer Trainees of Perquimans County made excellent progress in becoming established in farming. In many respects, their achievements were above average, taking the group as a whole. The following are some of the outstanding achievements made during 1948 by Negro Veteran Farmer Trainees:

Approximately 35% of the trainees changed from renter to owner of farms or homesteads. This is a highly desirable and advantageous process.

An Agricultural Building (shop and classroom) was erected by the indispensable aid of the Veteran Farmers who contributed labor valued at \$2301.60 plus \$195.00 in cash. One veteran, Samuel Moore, produced 110 bushels of hybrid corn No. 26 (yellow) per acre. The group as a whole averaged 55-60 bushels per acre.

Diversified farming was practiced successfully and a livestock crop combination program started.

Recommended seed, fertilizer and soil conservation practices were used with good results.

Home food problems were reduced considerably by use of a well organized home garden, livestock and canning program.

One of the great obstacles that now confronts Negro Veteran Farmers is that of keeping good up-to-date Farm Records. This obstacle will be surmounted during the present year.

In celebration of their achievement, the Negro Veteran Farmers of Perquimans County gave a Veterans Achievements Day Program on Jan. 20, 1949, during which time a program for future achievements was outlined.

The program was sponsored by K. A. Williams, Vocational Agriculture teacher, in cooperation with his special teachers, J. M. Sprull, G. A. Polson and C. F. Winalow. The erection of the Ag. Building and the successful completion of a progressive Veterans Farmer Training Program for 1948 was due to the splendid planning and cooperation with which the Ag. teachers, special teachers and veterans worked together.

R. L. Kingsbury, principal, gave the welcome address and cooperated in every respect in assisting the erection of the building.

Prof. T. S. Cooper, former principal of the T. S. Cooper High School, Sunbury, gave the keynote address. He covered thoroughly the Negro Veteran Farmer Trainees' past achievements and underscored a program for future achievements.

J. T. Biggers, Supt. of County Schools, who gave indispensable aid and cooperation toward erecting the Ag. Building was present. He outlined the program he will foster toward lifting the level of education of both Negroes and whites in Perquimans County. Many other visitors from other counties were present

at the meeting. S. B. Simmons, State Supervisor of Negro Veteran Farmer Training Program, spoke to the veterans, special teachers and teachers of Agriculture. He emphasized the fact that the veterans must have a sincere desire to become established in farming in order to be successful and that there should be a genuine understanding between renter and landlord.

The agricultural products that the veterans exhibited were judged by Prof. Mitchell of P. W. Moore High School, Elizabeth City, and Mrs. Alene Alston, the home demonstration agent of Perquimans County. Prizes were presented by C. M. Sawyer of the T. S. Cooper High School, Sunbury.

Winners of the \$5.00, \$3.00 and \$1.00 prizes respectively were Samuel Moore, Thomas Downing and William O. Creecy.

Agent Sees Need For Safe Driveways

The farmer who condemns cities because of narrow streets and blind alleys may have a similar traffic hazard right in his own front yard, says I. C. Yagel, county agent for the State College Extension Service. Mr. Yagel refers to the farm driveway, which he says, is a blind alley of weeds on many farms. "More than one-third of our farm accident victims are from motor vehicle mishaps," he adds.

The National Safety Council recommends the following procedure in building a safe driveway:

- 1.—Park the car in the driveway with the front bumper ten feet from the nearest edge of the pavement or traveled portion of the highway.
- 2.—Measure a distance of about 700 feet or 290 paces along the highway to the left and place a marker at the edge of the pavement on the side nearest the driveway entrance.
- 3.—In the same manner set another marker 700 feet in the opposite direction but this second marker should be on the side of the highway opposite the driveway entrance.
- 4.—Sit in the driver's seat of the car. If the markers can be seen, the sight distances are proper if the traffic going by the farm does not exceed 60 miles per hour. If the markers cannot be seen, then weeds, bushes and other obstructions must be cleared away to make the driveway safe.

If a heavy, slow-starting truck will be using the driveway, the markers should be set 830 feet away in each direction instead of 700 feet.

Mr. Yagel called attention to the fact that a highway right-of-way is usually 66 feet in width. If it is necessary to trim bushes or remove obstructions on this right-of-way, the matter should be taken up with the highway official under whose jurisdiction it falls, he said.

BIBLE CLASS MEETS

The Susanna Wesley Bible Class held its regular monthly meeting Thursday night with Mrs. W. W. Spencer, with Mrs. Elmer Banks, president, presiding. The opening song, "Love Lifted Me," was followed by a reading taken from Isaiah, the subject, "His Loving Kindness." Several good readings were given by members of the class.

Business was then discussed. Mrs. Cecil Everett and Mrs. Bertie Hobbs were appointed to visit sick and take baskets.

Mrs. W. C. Barcliff dismissed with a poem. A Bible contest was used and enjoyed by all.

The hostess, Mrs. W. W. Spencer, served delicious ice cream and cake.

SUNDAY SCHOOL LESSON

(Continued From Page Nine) er, but by their question as to his parentage, they had already indicated a lack of faith. Healing was not a mere sideline in the life of Jesus. Out of the forty-five miracles, particularly set forth, thirty-six were to relieve people from sickness and death. Love could not endure human suffering and distress.

Another truth stands out, connected in some way with almost every miracle, whether of healing or otherwise. That is the requirement of a complementary faith on the part of the diseased in order for them to be benefited through the great power of Jesus. Jesus often told applicants for relief that it would be according to their own faith.

How far can faith and spiritual power work cures today? There are some who depend upon these forces confidently and successfully. Others

but still admit their helplessness. "There is no reason why any man should seek to put aside scientific medicine," says John R. Ewers. "There is nothing on earth finer than a Christian physician... Pastors and good people can do much today in relating the sick to God. Prayer brings quiet confidence, peace, a sense of God's nearness, sympathy and power. Good doctors know the power of prayer and encourage it."

"One of the most superficial errors of our time, however," says Dr. John T. McFarland, "is that the main object of faith... The roots of the good fruits and the evil fruits of life—its wealth and its poverty, its health and sickness, its happiness and its misery—lies in spiritual roots. Jesus was the Great Physician, but he was great because his diagnosis of the sickness of the world did not stop with its symptoms but penetrated to its ultimate causes."

There is no doubt but that much disease and ill-health is the result of the evil habits of the sufferers. A great deal is the inherited consequence of sin in prior generations. Another tremendous portion is a burden upon "innocent bystanders" of society, suffering because of what

others have done. To remove sin, to make all men live spiritually correctly, would eventually eliminate disease and suffering. In the meantime, under the power of love, Christians build hospitals and maintain them to relieve present suffering.

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Leaders of two unions think it's a feather-bed... a 'make work' grab that means less service to you.

● Leaders of unions representing railroad engineers and firemen seek to force railroads to add extra, needless men on diesel locomotives. This is sheer waste—a "make-work" program which would mean fewer improvements and higher costs—for YOU!

Railroads use modern diesel locomotives because they are one of the means of giving faster, better service to you.

Two men compose the crew of a diesel. They occupy a clean, comfortable cab at the front. The engineer handles the throttle. The fireman sits and watches the track ahead. With no coal to shovel, he has practically nothing else to do.

No Benefit To You

Now the leaders of the Brotherhood of Locomotive Engineers and the Brotherhood of Locomotive Firemen and Enginemen want to use the diesel locomotive as a means of forcing a feather-bedding scheme on the railroads. The extra men they propose to add to the diesel crews are not needed. There is no work for them.

The union leaders are fighting among themselves about which union should furnish these extra, needless men. The Brotherhood of Locomotive Engineers have even threatened a strike. You may not be interested in this dispute of these two unions, but you would be vitally concerned if these groups succeed in putting through this feather-bedding scheme, because it would mean a slowing up of the improvement program of the railroads—of which the diesel is the outstanding symbol. Diesel crews are among the highest paid

railroad employes—real aristocrats of labor! Their pay is high by any standard. Granting of these demands, therefore, would mean that the railroads would be paying out millions in unearned wages to those in the very highest pay brackets.

We'd Like To Spend This Money On You

You know how much the diesel has meant to you in increased speed, comfort and convenience. The railroads have many more of them on order for even greater improvement in service to you. But needless drains of money, such as this present demand of the unions for needless men on diesels, reduce the ability of the railroads to spend money on better service for you.

Proud as the railroads are of the diesel, it is only a small part of their improvement program. Since the War, literally billions of dollars have been spent on improvement of

tracks and stations, on new passenger and freight cars, as well as on diesel locomotives, and on many other less conspicuous details of railroading that contribute to improved service.

Feather-Bedding Means Less Service To You

But brazen feather-bedding schemes like the one now proposed would, if successful, divert large sums of money from our present improvement programs. Even worse, they make improvements like the diesel worthless, by making the cost of their operation prohibitive.

These demands are against YOUR interests—as well as those of the railroads. They are schemes to "make work". Neither you nor the railroads should be forced to pay such a penalty for progress.

That's why the railroads are resisting these "make work" demands to the last ditch—and why they are telling you about them.

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