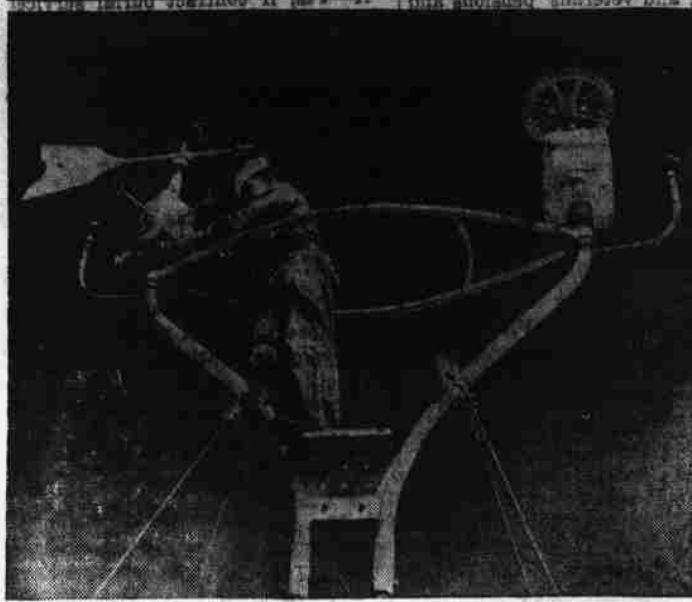


Navy Watches Old Man Weather



Weather plays an important part in the development and testing of aerial missiles. Therefore, the U. S. Navy maintains complete meteorological facilities at the Naval Ordnance Test Station, Inyokern, Calif., for predicting the antics of Old Man Weather. Such information is additionally of invaluable aid to the American public in many ways and is available when needed. (Official Navy Photograph)

N. C. Seniors Given Opportunity To Win \$1,000 Scholarship

High school seniors throughout North Carolina will be given the opportunity this fall to compete for a \$1,000 scholarship to the college of their choice, according to an announcement made Friday by Jeff B. Wilson, director of the Highway Safety Division of the North Carolina Department of Motor Vehicles.

A Student Forum for Safety will be sponsored by the Highway Safety Division in cooperation with the American Mutual Insurance Co., donors of the scholarship and of advertising and radio time. Second place winner will receive a \$500 scholarship.

Students entering the contest will first fill out a safety questionnaire and will submit an essay of 200 words or less on the phrase of safety they consider most important. The essays and questionnaires must be mailed to the Highway Safety Division by midnight, October 10.

A total of 180 students will be chosen from these entries to appear on radio programs originating from WEIG, Greensboro; WBT, Charlotte; and WPTF, Raleigh. These programs will run for 13 Sunday afternoons, beginning November 6, and sponsored by American Mutual. Through a series of eliminations final winners will be chosen from this group.

Dr. Clyde Erwin, state superintendent of public instruction, has written his endorsement of the program to superintendents throughout the state. Representatives of the Highway Safety Division will contact high school principals, Wilson said, to explain

the program to them and secure their cooperation in their schools.

Essays submitted in the elimination contest will be judged by five outstanding safety specialists, Wilson said, and the radio forums will be judged by other prominent North Carolinians.

Opening Of School Opening Season For Diphtheria Germs

"The opening of school," says Dr. B. B. McGuire, health officer, reminds us each year of the once serious and often fatal disease, diphtheria which has played so prominent a part in the history of this country and throughout the world. Diphtheria is not yet conquered. North Carolina loses babies every year from diphtheria, not withstanding the fact that the law requiring immunization of every North Carolina child during the first year of life has been in effect for ten years.

"Why Diphtheria occurs in most instances in the fall and winter months has never been explained. One important fact is that large groups of children, gathering in school, predisposes to the occurrence and spread of diphtheria. Every large school and most small ones have children who are carriers of the diphtheria bacillus. These carriers are, themselves, immune. Close contact with susceptible children can and often does, lead to diphtheria in the susceptible child."

"These carriers may, and often do, transmit the bacillus to other immune children who, themselves, become carriers and carry the disease to the little brothers and sisters at home who have, too often, not been pro-

tected from the disease by immunization. We have unquestionably seen this happen in many instances. The only safe way to protect our children is to make certain that they are immunized at about 6 months of age."

"Don't put off having your babies immunized with the expectation that, should your child come down with the disease, your doctor will surely save the child. He will do so, of course, if he can. But please remember that (1) Doctors are scarce, and he may not be able to come to you for several hours after you call, and diphtheria works fast. (2) Your child may be at the point of death before you know that he is ill at all. (3) Diphtheria often appears in the nasal passages only, or in the larynx (vocal cords) only, with no membrane visible in the throat. In such cases, your doctor cannot always be sure of the diagnosis until it is too late."

"Most infants whose mothers are immune to diphtheria are immune themselves at birth, however, this immunity is fleeting, so that research has proven that nearly all children are susceptible at 6 months of age. If the mother herself is susceptible, the child is usually born susceptible. I have known such babies to die of diphtheria when only a few weeks old."

"Other Guy" Worst Enemy On Roads

The mysterious "other guy" is every driver's worst enemy.

This is the belief of Jeff B. Wilson, director of the Highway Safety Division of the North Carolina Department of Motor Vehicles, who represents the Department in its August campaign boosting "Motor Manners" and the individual's responsibility for safe and courteous driving.

"Most motorists consider the 'other guy' as the chief highway menace—never themselves. And yet, with about 500 fatalities a year resulting in North Carolina from improper driving practices and with about three-fourths of all drivers involved in fatal accidents being guilty of some sort of discourtesy, it stands to reason that there's a lot of overlapping in this matter of the 'Other Guy,'" Wilson said.

The Department during August is stressing the costliness of selfish driving practices and has as its slogan "Mind Your Motor Manners."

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Egg Island Oysters, pint	80c
Salt Side Meat, lb.	35c

—GROCERIES—

Famo Flour, 10-lb. bag	85c
Maxwell House Coffee, reg. or drip, lb.	60c
Dreft 30c	Rinso 30c
Giant Size Super Suds	60c
Giant Size Vel	60c
All Brands Sweet Soap	10c
Baby Foods	9c

—DRY GOODS—

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WHY THE MISSOURI PACIFIC RAILROAD STRIKE?

Over twenty years ago, the Congress of the United States passed the Railway Labor Act. It was hailed by union leaders as a model for the settlement of labor disputes.

efficiently or economically if the leaders of the unions ignore agreements or laws.

Provisions of the Law which are Disregarded

There are five ways under the Railway Labor Act to settle disputes over the meaning of contracts:

- 1—Decision by National Railroad Adjustment Board.
- 2—Decision by System Adjustment Board for the specific railroad.
- 3—Decision by arbitration.
- 4—Decision by neutral referee.
- 5—Decision by courts.

The Missouri Pacific Railroad has been and is entirely willing to have these disputes settled in accordance with the requirements of the Railway Labor Act. Regardless of this fact, the union leaders have shut down that railroad.

Innocent Bystanders Suffer Losses and Hardships

There are about 5,000 engineers, firemen, conductors and trainmen on the Missouri Pacific. They are known as "operating" employees, and are the most highly paid of all employees on the nation's railroads, but their strike action has resulted in the loss of work to 22,500 other employees of the Missouri Pacific. In addition, they have imposed great inconvenience and hardship upon the public and the communities served by that railroad.

The Railway Labor Act was designed to protect the public against just such interruptions of commerce.

If these men will not comply with the provisions of the law for the settlement of such disputes, then all thinking Americans must face the question, "What is the next step?"

President Truman's Board Condemns Strike

There is an established legal method for handling disputes involving existing written contracts—just as there is such a method of settling any contract dispute which you may have in your daily life.

The President of the United States appointed a Fact Finding Board to investigate and adjust the Missouri Pacific dispute. This Board reported, in part, as follows:

"... It is with a deep sense of regret that we are obliged to report the failure of our mission. It seems inconceivable to us that a coercive strike should occur on one of the nation's major transportation systems, with all of the losses and hardships that would follow, in view of the fact that the Railway Labor Act provides an orderly, efficient and complete remedy for the fair and just settlement of the matters in dispute. Grievances of the character here under discussion are so numerous and of such frequent occurrence on all railroads that the general adoption of the policy pursued by the organizations in this case would soon result in the complete nullification of the Railway Labor Act. . . ."

Obviously the railroads cannot be run

THE LEADERS of the Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen and Enginemen, Order of Railway Conductors, and the Brotherhood of Railroad Trainmen on the Missouri Pacific Railroad have refused to avail themselves of the peaceful means provided by this Act for settling their disputes. They insist that they be the sole umpire of their own disputes over the meaning of contracts.

There is no Need for Strikes

With all of the available methods for the interpretation of contracts, there is no need for a strike or even a threat of a strike, but the leaders of these railroad unions have ignored the ordinary procedures established by law and insist upon imposing their own interpretations of their contracts by means of a strike.

The wheels have stopped rolling on the Missouri Pacific. They may stop rolling on other railroads at any time. Recently the Wabash Railroad was forced to discontinue operation for several days under similar circumstances.

What are These Strikes About?

These strikes and strike threats are not about wage rates or hours. They result from disputes over the meaning of existing contracts. They cover claims for a full day's pay for less than a day's work, or for payments for services performed by others who were fully paid for the work done.



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