

**Patterson Grove News and Comments**

By Mrs. Thurman Seism

(Editor's note: This copy submitted too late to appear in last week's edition.)

Preaching services were held Sunday with a good attendance. Rev. G. C. Teague brought a wonderful message on "Being a Witness for Christ."

Mrs. Hoyle Putnam entertained a group of friends Friday night in a stork shower given in honor of Mrs. Arthur Lee Putnam.

Mrs. Howard Goforth also entertained a group of friends at her home Saturday night by giving a stork shower for Mrs. Plato Ledford. Mr. and Mrs. Gettys Seism, Mr. and Mrs. Raymond Seism and Mrs. Johnny Hovis spent last Wednesday in Spartanburg.

Miss Martha Sue Seism was taken seriously ill last Friday morning and was rushed to Shelby hospital. She remained only for a short time. She is home at present and is feeling some better.

Mr. and Mrs. J. B. Stacey and son of Oak Grove visited Mr. and Mrs. Earl Seism and sons Sunday afternoon.

Mrs. Eugene Patterson and baby son have returned home after spending some time with her parents, Mr. and Mrs. Charles Whisnant. Mrs. Patterson is staying for a while at the home of Mr. and Mrs. Bun Patterson.

Mr. and Mrs. Earl Seism and sons visited Mr. and Mrs. W. A. Seism and family Sunday.

Rev. G. C. Teague was Sunday dinner guests of Mr. and Mrs. Tom Bridges.

Mrs. Raymond Seism and sons,

Miss Mae and Mrs. Thurman Seism, Nell and Charles, visited Mrs. Gettys Seism and Martha Sue.

Mrs. Earl Seism and sons, G. B. Seism and son, Mr. W. A. Seism visited Mr. and Mrs. Thurman Seism Sunday. Thurman has been sick with a bad cold and sore throat.

**Extension Service Releases Bulletin**

In view of the \$10,000,000 worth of damage caused by cotton insects on North Carolina farms last year, farmers should strengthen their efforts to control these pests this year and prevent such a loss from recurring, according to James T. Conner, in charge of Entomology for the State College Extension Service.

In a bulletin prepared by Mr. Conner, and just released by the Extension Service, the author has presented the latest recommended practices for controlling these insects.

Even though the boll weevil is the most serious pest of cotton, there are several others which cause considerable damage, and contribute their share to the total loss, the bulletin points out. These are cotton bollworms, aphids, red spiders, cotton leafworms, cotton fleahoppers, rapid plant bugs, tarnished plant bugs, and thrips.

Mr. Conner states in the bulletin that proper cultural practices will aid the farmer in combatting insect pests. By planting cotton on good land, preparing the land well, cultivating thoroughly, spacing closely and fertilizing according to recommended rates and analysis, the cotton farmer will lower the chances of infestation on his farm.

Two of the new organic materials, benzene hexachloride and chlorinated camphene, which have recently come on the market and have proved to be very effective against some of the cotton insects, are thoroughly discussed in the new bulletin.

Since many farmers make the mistake of dusting their cotton crop before the insects are present, Mr. Conner says there is nothing to be gained from this and follows his statement by recommendations on when to dust.

A copy of the bulletin will be mailed to you upon request to Agricultural Editor, State College Station, Raleigh. Be sure to ask for Extension Circular, No. 312, entitled Cotton Insect Control in North Carolina.

Charlotte has led all cities for the 11 months' period, with 20 persons killed. Fayetteville is second with 9; Asheville, Durham, Wilson, and Winston-Salem have five each; Raleigh and Weidon 4 each; Greensboro and Kannapolis, three each.



DR. C. C. WARREN

**Dr. Warren On Baptist Hour**

ATLANTA. — "Why the Church" is the subject of "The Baptist Hour" for February 1st, to be heard over Stations WSOC, Charlotte, and WGNC, Gastonia, at 8:30 a. m., with Dr. C. C. Warren, as speaker. "Church, Youth, and the Home" will be considered in February, under the general theme, "Divine Light For Daily Living," it was announced today by the Radio Commission of the Southern Baptist Convention, Atlanta, S. F. Love, Director. Dr. Warren, pastor of the First Baptist Church, Charlotte, will be heard the first two Sundays, while Professor Charles Wellborn, Waco, Texas, will speak the middle Sunday, and Dr. Ted F. Adams, Richmond, Va., the last two.

A popular feature of each program of "The Baptist Hour" is a favorite hymn, determined by a poll among six and a half million Southern Baptists, and in which all interested listeners are invited to take part. The hymn ranking ninth in favor will be featured on the Feb. 1st program.

**Beef Cattle Sale Scheduled in Elkin**

The North Carolina Aberdeen-Angus Breeder's Association will hold its Third Annual Show and Sale in Elkin, March 10, according to L. I. Case, in charge of Animal Husbandry for the State College Extension Service.

The event will be held in the Elkin

livestock exposition building. Mr. Case said, and the show is scheduled to get underway at 10 a. m. followed by the sale at 1 p. m.

Some of the best cattle ever offered in the Angus Association Sale have been consigned to the sale, Mr. Case said. There will be 35 females and 10 bulls to be sold which will give the buyers a chance to select their animals.

In addition to those from North and South Carolina, breeders from Virginia, Illinois and New York are also consigning some choice animals to the sale.

For room reservations and a catalog on the sale, Mr. Case suggests that you write to Sam A. Neaves, Sales Manager, Elkin.

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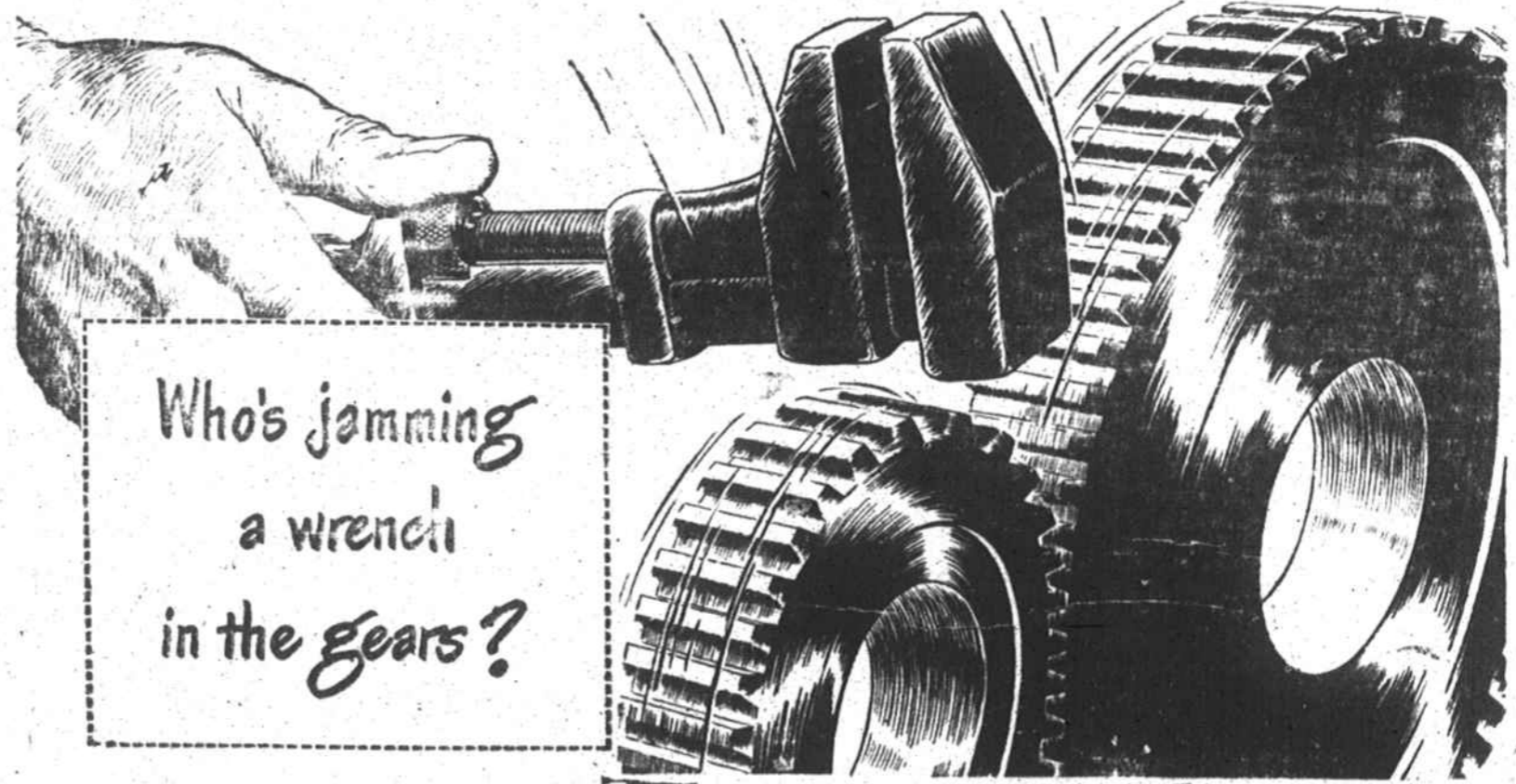


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Who's jamming a wrench in the gears?

**3 Unions Block Labor Peace—Refuse Wage Boost Already Accepted by 19 Other Railroad Unions!**

The Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen and Enginemen and the Switchmen's Union of North America, representing 125,000 railroad employees, have refused to accept the offer of the Railroads of a wage increase of 15 1/2 cents an hour.

This is the same increase awarded 1,000,000 non-operating employees by an arbitration board in September, 1947.

This is the same increase accepted by 175,000 conductors, trainmen and switchmen by agreement on November 14, 1947.

Agreements have been made with 1,175,000 employees, represented by nineteen unions. But these three unions, representing only 125,000 men, are trying to get more. They are demanding also many new working rules not embraced in the settlement with the conductors and trainmen.

Incidentally, the Switchmen's Union of North America represents only about 7% of all railroad switchmen, the other 93% being represented by the Brotherhood of Railroad Trainmen and covered by the settlement with that union.

**Strike Threat**

The leaders of these three unions spread a strike ballot while negotiations were still in progress. This is not a secret vote but is taken by union leaders and votes are signed by the employees in the presence of union representatives.

When direct negotiations failed, the leaders of these three unions refused to join the railroads in asking the National Mediation Board to attempt to settle the dispute, but the Board took jurisdiction at the request of the carriers and has been earnestly attempting since November 24, 1947, to bring about a settlement. The Board on January 15, 1948, announced its inability to reach a mediation settlement. The leaders of the unions rejected the request of the Mediation Board to arbitrate. The railroads accepted.

**What Now?**

The Unions having refused to arbitrate, the Railway Labor Act provides for the appointment of a fact-finding board by the President.

The railroads feel it is due shippers, passengers, employees, stockholders, and the general public to know that throughout these negotiations and in mediation, they have not only exerted every effort to reach a fair and reasonable settlement, but they have also met every requirement of the Railway Labor Act respecting the negotiation, mediation, and arbitration of labor disputes.

It seems unthinkable that these three unions, representing less than 10 per cent of railroad

employees, and those among the highest paid, can successfully maintain the threat of a paralyzing strike against the interest of the entire country—and against 90 per cent of their fellow employees.

The threat of a strike cannot justify granting more favorable conditions to 125,000 employees than have already been put in effect for 1,175,000, nor will it alter the opposition of the railroads to unwarranted wage increases or to changes in working rules which are not justified.

A glance at the box shows what employees represented by the Engineers and Firemen make. They are among the highest paid in the ranks of labor in the United States, if not the highest.

**Compare these wages with what you make!**

Type of Employee	1947 Average Annual Earnings	1947 Average Hourly Earnings	1947 Average Annual Earnings with 15 1/2% Cost per Hour Added
<b>ENGINEERS</b>			
Road Freight (Local and Way)	\$3,966	\$6.326	\$6,757
Road Passenger	3,652	5.399	6,025
Road Freight (Through)	3,147	4,684	5,189
Yard	2,749	4,081	4,539
<b>FIREMEN</b>			
Road Freight (Local and Way)	2,738	4,683	5,268
Road Passenger	2,782	4,544	5,165
Road Freight (Through)	2,069	3,460	3,891
Yard	1,962	3,136	3,553

Railroad wages computed from Interstate Commerce Commission Statement M-300. Full year 1947 estimated on basis of actual figures for first eight months.

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