

Farm Labor Survey Set

The number of Americans 14 and older in the labor force who did any paid farm work during 1963 will be determined from answers in the December Current Population Survey to be conducted in this area during the week of December 15 by the U. S. Department of Commerce.

According to Joseph R. Norwood, Director of the Charlotte Regional Office, U. S. Bureau of the Census, the figures will update those released recently which showed that 3.6 million persons in the labor force were employed as hired workers on the Nation's farms during 1962. The survey has been conducted regularly since 1945 by the Bureau of the Census for the U. S. Department of Agriculture.

Answers given in this survey, being taken in 357 selected areas of the United States, will help the Government in determining farm labor needs and in studying the special economic and social problems of migratory workers and other farm employees.

In addition to the questions

asked annually on the number of days worked and cash wages earned, the Census Bureau interviewers this December will ask information on the type and value of other benefits the hired farm hands got from their farmer-employers. Included will be questions on free housing, meals, food products and other benefits.

The questions will supplement the regular questions asked each month on time worked by those in the labor force during the week before the interview from which the Nation's employed-unemployed figures are derived.

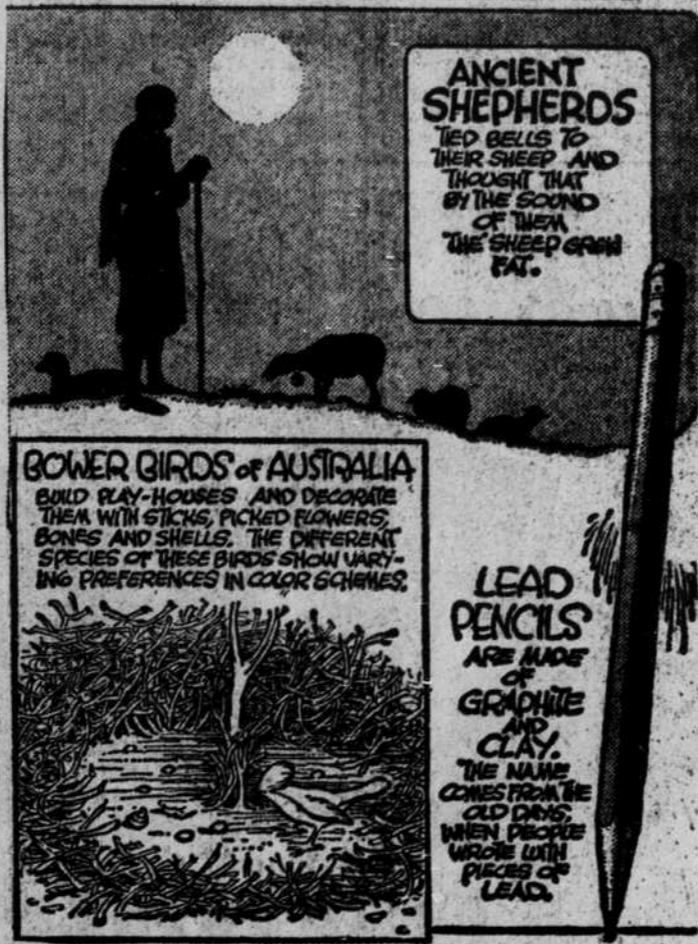
In October the survey showed 3.2 million of the 76.1 million persons in the labor force were out of work. The comparable figures for the same month a year ago are 3.3 million and 74.9 million.

Census Bureau interviewers who will visit families in this area include:

Mrs. Frances C. Hedden, 508 Crescent Hill St., Kings Mountain, N. C. 28086

There are fewer than thirty thousand pygmies left in the Congo today, according to the Book of Knowledge.

THIS CURIOUS WORLD



large storage tank put into the ground by the operator of a filling station nearby. May the owner of the well recover damages from the operator of the filling station?

Yes. A person who, by permitting the pollution of his own soil or the water thereunder, contaminates his neighbor's well is liable in damages.

In some cases the continuation of the pollution has been restrained by injunction.

In 1927 the Supreme Court of North Carolina said: "One may no more pollute a subterranean stream than a surface stream. A person has no right to defoul, corrupt or poison underground water so that when it reaches his neighbor's land it will be unfit for use by man or beast. The same principle applies to noxious odors. This a good morals as well as good law."

A large building was constructed without gutters. The water collected thereon was thrown against the wall of a neighbor's building. This water kept the wall of the neighbor moist and the water leaked through the wall and damaged the building. Does the neighbor have a legal remedy?

Yes. This was an actual case before the Supreme Court of North Carolina some years ago.

The Supreme Court said: "The water falling on the defendant's lot, in its natural condition, could run off as nature provided for it, and the lower proprietor could not complain. But when the defendant erected a building, the roof prevented part of the rainfall from being soaked up by the ground, and when the defendant collected it on his roof and discharged it against the plaintiff's wall, or increased the quantity at the plaintiff's wall, he diverted the water from its usual course and became responsible for any damage caused thereby."

The plaintiff recovered damages and a court order requiring the owner of the building to construct gutters or drains to prevent the water from flowing against his neighbor's building and lot.

Stars vary greatly in temperature, according to the Book of Knowledge. Orange stars such as Arcturus have temperatures of about 7,500 degrees Fahrenheit. Yellow stars, among them our sun and the star Capella, have temperatures of about 10,000 degrees. Some white stars, such as Sirius and Vega, reach 20,000 degrees and a blue-white star such as Rigel, in the Constellation Orion, has a temperature of about 30,000 degrees.

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This Is The Law

LOST PROPERTY
Henry Peel purchased an old house which he himself never oc-

cupied, but which he leased immediately upon purchase to John Hannah. One evening Hannah was adjusting the curtains of the living room window when his hand touched something on the top of the window-frame, loose in a crevice, which he thought at the time was a piece of dirt or plaster. It fell to the floor. To his astonishment he discovered that it was a valuable diamond brooch covered with cobwebs and dirt. Hannah handed the valuable brooch over to the police, receiving a receipt for it. After a diligent search, the owner was not found, and the police handed the brooch to Peel. There was no evidence that Peel had any knowledge of the existence of the brooch before it was found by Hannah.

May Hannah in a legal proceeding recover the brooch from Peel?

The above facts are substantially those appearing in Hannah vs. Peel, an actual case decided by one of the highest courts of England only fifteen years ago. The case is already appearing in case books studied by American law students, and probably correctly states both the English and American law on the subject.

It is not unusual for American lawyers to resort to English cases for judicial precedents. This is especially true where there are no statutes or cases on the particular subject in the state. There are, for example, no statutes or actual cases in this area of the law in North Carolina.

The English court held that Hannah could recover either the brooch or its value from Peel. It found from the facts that the brooch was "lost" in the ordinary meaning of that term. It saw no circumstances to take it out of the general rule of law that the finder of a lost article is entitled to it against all persons except the true owner.

This is the last of a fall series of articles which have appeared weekly during the past three months. They have been written for the non-lawyer as a public service of the North Carolina Bar Association. Another series will be started in the spring.

A man's well became contaminated with gasoline. It was discovered that the gasoline was coming from a connection to a

Airman Bishop In "Big Dipper"

USS KITTY HAWK (FHTNC)-James D. Bishop, airman apprentice, USN, son of Mr. and Mrs. James O. Bishop of 2900 Parkdale circle, Kings Mountain, N. C., is participating in a coordinated U. S. and Government of the Republic of China amphibious exercise titled "Big Dipper" while serving aboard the attack aircraft carrier USS Kitty Hawk along the southern coast of Taiwan. The exercise involves some

3,000 Navy and Marine Corps personnel, 20 ships and 100 aircraft of the U. S. Seventh Fleet. These forces will conduct amphibious and airborne landing assault over separate beaches on D-day, Dec. 2 to destroy and expel a hypothetical aggressor force which has attacked and invaded Taiwan.

After all aggressor held objectives are taken, the troops and equipment will return to normal operations.

"Big Dipper" is similar to those exercises conducted periodically by units of the Seventh Fleet

with SEATO and other allied nations in the Far East to improve their proficiency in coordinated amphibious warfare operations and to maintain working relationships with allied nations.

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Ben T. Goforth
HOURS: 8 - 5; Sat.: 8 - 12
Phone 739-4736 — York Rd.

Presented to us — for usefulness to you!

The "Oscar" of the railroad industry is the Golden Freight Car pictured above, which is awarded annually by Railway Progress Institute. This year, the coveted trophy was won by Southern Railway System — the first time it has been won by a railroad in the Southeast.

The trophy was awarded to Southern in recognition of our efforts to increase our usefulness to those we serve by providing improved service at lower prices. Our lightweight, 100-ton-plus capacity freight car, "Big John," which enabled Southern to make a 60 per cent reduction in the prices we charge for hauling grain, was cited as an illustration of how progressive policies will benefit both the public and the railroads.

We are proud of this recognition. It will spur us to strive even harder to fulfill our public duty to provide the most useful and lowest-cost freight transportation possible — saving money for both shippers and consumers.

Ben T. Goforth
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