

Weather Takes Many Headlines

Weather conditions and automobile accidents are a couple of sure fire newsmakers, according to Motor Vehicles Commissioner Edward Scheidt.

The vehicles chief said there's little we can do about weather control but that through enforcement, engineering, education and licensing we can achieve some measure of accident prevention.

"We could make much more progress in saving lives, in preventing and minimizing damage to property, if every driver were as concerned about his own safety as he expects us to be concerned about public safety," Scheidt said.

As an example of laxity, he pointed out that in the first few weeks of winter weather enforcement officers spend considerable time helping motorists in trouble with engine failure, weak batteries, boiling radiators and other mechanical difficulties.

And when the first snow or ice storm comes, as the one just before Christmas, it invariably produces many skidding accidents and traffic snails by drivers and cars not prepared for winter's two worst hazards—reduced traction and vision.

"Officers are glad to assist those who become stranded but these folks could save themselves grief and delay by some commonsense care of their cars," Scheidt said.

"Winter comes every year at about the same time so why are so many car owners caught unprepared in the first weeks of really cold weather?" he asked.

"It's easy enough to put off doing what we know needs doing," he said. "Some problem at home or at work takes priority and we postpone winterizing the family car. But unless a car is ready for the blasts of winter, both the car and its driver may be in for a good beating."

The commissioner recommended that drivers condition themselves and their cars for cold weather by following this advice:

1. Get your car ready now if you've not done so. Have your serviceman winterize it. If conditions require them, use reinforced tire chains.

2. Recognize the big drop in traction on snow or ice, and learn the driving techniques to cope with it.

3. Anticipate hazards and be ready to meet them with smooth, controlled movements.

"When forecasters predict a cold wave, sleet, snow or warn of icy road conditions, that's news that should be taken to heart by drivers. Those who don't may end up in mishaps and make the news themselves," Scheidt declared.

There are many mountains and mountain ranges on the moon, but none as tall as those on earth. According to the Book of Knowledge, the highest of the moon's mountains tower about 25,000 feet above the surface of the moon, some 4,000 feet less than earth's tallest peak, Mount Everest.

FUNNY BUSINESS



"It's easier than putting him on a stretcher!"

North Carolina May Be Missing Opportunities In Development

North Carolina may be missing an opportunity for economic development by not hunting for outside farmers as well as outside industry.

At least this is the belief of some horticulturists at North Carolina State.

Valuable farm land in much of the metropolitan east is being gobbled up by industrialization and urbanization. Large, highly skilled producers of ornamental and vegetable crops are falling victim to the concrete.

Why not encourage some of these farmers to relocate in North Carolina? asked Dr. Frank Haynes.

"We have \$300 per acre muck land in Eastern North Carolina that would be worth \$2,000 an acre in Orange County, N. Y.," Haynes explained. "Much of this land," he added, "is going into pine trees when it could be made much more productive."

Haynes pointed out that many of the displaced farmers have extensive experience with "muck farming." They would know how to handle similar soils in Eastern North Carolina, and they would have the capital to finance large scale enterprises.

Dr. Fred Cochran, head of the Department of Horticultural Science, pointed out that several out-of-state ornamental producers have discovered the advantages of Western North Carolina and moved to the state in recent years.

The huge Oscar Maier greenhouse operation near Asheville is an example. Maier came to North Carolina from Long Island. He now has about 75,000 square feet under glass and is growing millions of carnations annually.

"We have done some work with a few of these out-of-state farmers," Dr. Cochran explained. "I believe more of them would move if we could find some way to broadcast our advantages."

How would local farmers react

to "outsiders" moving in? Local farmers would not react adversely; in fact, they would be quick to accept new ideas and crops that would contribute to their livelihood.

Dr. Haynes predicts a "few objections" at first. But he believes the objections would soon die down as local farmers began to realize the advantages that could come from such a move.

"I understand our blueberry growers were not very happy when a large New Jersey firm moved in a few years ago," Haynes commented. "Now there is not an agricultural crop in the state that is growing faster than blueberries."

"Skilled farmers from out-of-state could help push N. C. production to levels needed for efficient production, marketing and promotion. They could help provide leadership and "know-how" for local farmers, especially in such matters as contract farming.

"This move would fit right in with our efforts to get sizable food processing plants into the state," Haynes added. "A processor is not coming into an area until he has reasonable assurance of a steady supply of high quality crops."

Haynes and Cochran also pointed out that many of these farmers would be interested in growing crops not now grown commercially in the state. Commercial production of carnations in Western North Carolina has more than doubled as a result of growers relocating in the state.

Farmers from Long Island and other places would probably be interested in growing such crops as broccoli, cauliflower and brussels sprouts.

Except for a little broccoli, these crops are not grown in North Carolina at present. Research has shown that they can be grown, and grown profitably, however.

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