



Highway Courtesy Is Contagious - Catch It!

—George Gardner



—Bragdon
Ray Woodward Checks the Manifold

swing the steering wheel back and forth. If you can move the wheel more than an inch without feeling any resistance, there is too much play in the system and adjustment is due. At about 25 miles an hour, take your hands briefly off the steering wheel. The car should continue in a straight line for a considerable distance. If it pulls to one side, and your tire pressures are correct, the front end is probably out of line.

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Want to be a State Trooper?

How about a career in the Delaware State Police?

Are you of above average intelligence? Are you in good physical condition? Can you run 100 yards in 15 seconds, chin yourself 3 times, or lift 100 pounds over your head in 5 seconds?

Then if you are interested in a job like this you may qualify for the post. Go to the Delaware State Police Headquarters on the DuPont Parkway to get more information. Pay for a 1st Class Trooper is \$337.79 a month.

Four Conradians Attend Dover Safety Council

Four Conradians attended the Dover Safety Council's November 5 meeting. They were seniors Carol Schulz and Eddie Hughes, and juniors Gloria Quillen and Jay Kelso.

This annual affair was held in Dover High School to discuss Delaware's traffic problems. Mr. Paul Jones, Director of Public Information of the National Safety Council, was the speaker at the General Conference.

After the General Conference, the assembly divided into four discussion groups with each Conradian attending a different session. Chiefly these groups discussed the teenage driving problems. Among the topics were driver education, teenage driving (good and bad), traffic safety (organization and promotion at the teenage level).

Toward the end of the day, reports were made by the separate discussion groups and officers were elected for next year's Dover Safety Council.



—Bragdon

Seated (left to right): Mr. Calvin Wood, sponsor of League; Mr. William Garfield, sponsor of Student Council; Miss Eileen Kelly, president of Student Council; Capt. Poore; Mr. Cummings; Gov. Boggs; Dr. Millard F. Squires, president of the Board of Trustees.

Safety Check Your Car

Keeping your car in safe condition is a big contribution to safe driving. At least once a month you should run through the following safety-checks on your car. This is your surest protection against mechanically-caused accidents. You can do it thoroughly in under 20 minutes. While many of these defects may seem to be minor, all are potential causes of highway disaster.

Check No. 1 is the brake test. As the old slogan says, "If you can't start, there you are, but if you can't stop, where are you?" This test should be made on a straight, level stretch of dry road with a minimum of traffic. Make sure your tires are inflated to the correct pressure. Then at about 25 miles an hour release the gas pedal and press the brake smoothly and vigorously. Your car should stop without swerving or skidding in about two car lengths. If you have to pump the brakes, this is a sign that the hydraulic-fluid level is low, or that there is air in the system. Either condition is quickly and inexpensively corrected, but be sure that the system is carefully checked for leaks. Whatever defects you find, have them attended to immediately.

Check No. 2 is the tire test. Look at the sidewalls first; if they are cut or dried out—covered with a fine network of small surface cracks—a sudden blowout may not be far off. High speed on such tires is extremely dangerous. If you can't replace bad tires immediately, take it easy with your car.

Check No. 3 is the steering test. While driving on a straight, level road with your front wheels in the straight ahead position, gently

Driver Education Course Proves Its Worth

Trained Drivers Show Superiority on Highways



—Bragdon
Mr. Scripchuk Takes 'em Out

Twenty-two years ago the Delaware Safety Council set forth a program that soon would be nationally accepted. This program was designed to prepare high school students for the highway. At first there was only classroom instruction here in Delaware, but the very next year Union Park Motor Company donated eight cars to the cause, and the Delaware Driver Education Program was in business.

A fact that we Conradians might be proud of is that our school is a pioneer in this field,

since such a course in driving has been offered at Conrad ever since its doors first opened.

By 1948 all thirty-four public high schools in Delaware had accepted the program; thus Delaware became the first state in the union to participate in this movement with no holds barred.

Kind of Training Received

The set-up, here at Conrad, includes eight hours of road work and a regular class period one day a week for each student. Only two students are permitted to be

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Governor Boggs Honors Conrad's Safe Drivers League, Administers Pledge

Conrad's Safe Drivers were honored on Tuesday, March 13, by the First State's First, namely Governor J. Caleb Boggs. He was introduced by Carson Callahan, president of the Safe Drivers League. Preceding his talk, Mr. George W. Ayars, chairman of the Governor's Council on Safety and head of Driver Training in Delaware; Colonel James Ashton, Di-

rector of the Safety Council; and Captain Preston Poore of the State Police made a few comments on the creditable work of Conrad's almost unique Safe Drivers League, organized two years ago by Principal C. W. Cummings. Captain Poore, introduced not as a state policeman but as "a friend and neighbor of Conrad students," rose and said simply, "I've looked all over the audience, and I can find none of my customers here."

Governor Boggs' address to the assembly could be summed up concisely by two statements of his own. The first was a comparison. He said, "Highway safety, like living, is common sense." His next point, known and understood by all safe drivers, was based on the theme, "Using the automobile

(Continued on Page 3)

Sergeant Spence Speaks On Safety at P.T.A.

Will you as a future parent be qualified to instruct your son or daughter on the proper method of driving a car? Sgt. Ernest Spence of the Delaware State Police Force presented to our parents, at the March meeting of the P.T.A., his idea of the best way to instruct a young adult, now ready to drive a car.

Each year over 5,000 children are killed by the automobile. Are the majority of these accidents caused by teenagers or by the parents, who are the experienced drivers? When it is the fault of the teenager, has he been properly instructed to drive a car? Sergeant Spence stated that some parents are no more fit to drive a car than the so-called "reckless" teenage driver. "We wonder if they really are experts and, if so, what kind?"

Sergeant Spence feels that the young driver should be made to realize the dangerous aspects of driving so that when he is out in the car there is much less worry on the parents' part and much greater chance that he will return alive.

(Continued on Page 3)



—Bragdon

Sergeant Spence Refreshes after Talk



In line with the *Smoke Signal's* accent on highway safety in this issue, your Roving Redskin, along with capable assistance from Jackie deShay, Marlene Ford, and Barbara Schulz, asked Conrad students four questions concerning the very pressing and prominent problem in America today.

The first question was the type that teased the conscience. "Do you approve of the use of unmarked cars and radar by police in enforcing our speeding laws?" While many were tempted to say "No," (and many did say they didn't like the idea), out of a grand total of 183 persons interviewed, 125 admitted that they did approve of radar and unmarked cars, compared with 58 who did not. However, several of the 125 in favor approved on the condition that the devices be used indiscriminately on all citizens with no "exceptions." One junior summed up the large vote of approval when he said, "Something has to be done to curb the speed which causes so much death on our highways, and if radar and unmarked cars can help do the job, I'm for them."

We often hear the old accusation that it is the youth who are largely to blame for the many accidents on our highways. So the second questions we asked was: "Do you think that it would help the cause of safety to raise the age limit for acquiring a license?" This idea met with solid disfavor on every side. Only 27 people thought this increased age limit would help matters while a whopping 156 did not. Indeed, some students took the question as somewhat of an insult. "People always like to blame the kids," was the typical comment.

The third inquiry put before the student body received only 158 answers compared with the 183 accorded to the preceding two. The question was: "Do you think that the universal use of a standard governor on automobiles would be effective in making our highways safer?" The number of people who didn't know the definition of a governor explains the lower number of replies. Barbara Schulz, for example, thought that a governor meant some kind of traffic officer, until Toby Craig wised her up. To clear up any doubt, a governor is a device that can be placed on cars to limit and regulate the speed of the engine. And if there was an universal standard governor in use, then all cars could only travel at a particular maximum speed (for example — 70 m.p.h.) Conradians also did not like this idea; 112 thought that a governor would prohibit that extra bit of pick-up which is needed in tight spots, as when passing a car.

"Do you think that there is anything to the common American joke claiming that one sex makes better drivers than the other? In other words, who do you think make the safer drivers, men or women, and why?" This was the fourth and final query presented for the Conradians' consideration, and opinion was so evenly divided that I believe it must be called a stalemate. The result: Men better drivers — 40; Women better drivers — 39; Depends on individual, nothing to the joke — 32. Although it might be expected that the girls would support the women drivers, and the boys the men, this was not always the case, for several of the gals conceded that they thought the men were still masters behind the wheel. Dee Benoit, Liz Huber, Sylvia Taylor, and Joyce DeStafney were four who back the men as safer drivers chiefly because they believe that men have a great advantage in that they usually know more about the operation of the car.

Some of the students who favored the men and their reasons are as follows:

Elliot Goldyn—"Men are better drivers, because women can't handle themselves as well as men in a tight situation." (This was the reasoning of several persons).

Jim McGuinness—"Women are too fickle, can't make up their minds as to what they are going to do. Men make decisions and take the consequences."

Paul King—"Women are more jumpy, usually can't judge distance."

On the other side of the fence, the chief factor in favor of the girls, was that "statistics prove it; we're the safer drivers." **Carol Hudon, Elva Brown, and Phyllis Harvey** all backed up their claim in favor of women by stating that insurance companies have the facts in their favor, and even offer cheaper insurance rates for girls. This argument was cooled when the President of the Conrad Safe Drivers League was asked his opinion. **Carson Callahan** said, "Men are safer drivers except in case of old men. Some say, 'Men have more accidents than women.'"

But men drive several more thousand miles a month. Most men are more calm when it comes to a close call." **Peggy Harris** said, "I guess it comes out about the same—there are more men that drink and more women in too big a hurry."

Judy Jones — "Both men and women are equal to each other in their driving skills. I think that it's just a joke among men to talk about women's driving and vice-versa. They both have equal skills, if they are trained right."

Mr. Carbone gave the wise adult outlook when he said, "Neither, because there are too many extraneous circumstances."

In conclusion, I think that the words of **Joanne Boulden** best expressed the theme of this column and this issue of *Smoke Signal* when she simply said, "You can be a safe driver if you want to be, no matter whether you are male or female." How true, and if we remember this, and want to be safe drivers, then columns like this would never have to be written.

—Charles Jackson

THE DRAG

By William Peach, Grade 12

'Twas a real purty day,
Things were quiet and still,
When I came to a red light
On the top of a hill.

I was settin' there a'waitin'
For that green light to shine,
And up pulled a Chevy,
Right next to mine.

I saw this bomb a'gleamin',
All cluttered up with chrome.
It really was a hot rod,
Hurryin' to git on home.

Up there we spied the amber,
He gunned his souped-up mill.
I yelled to him, "Ya wanta drag?"
I'd been lookin' for a thrill.

Amid the screams o' tires
And clouds of choking dust,
I felt so big and powerful,
I'd either win or bust.

It was a reckless moment,
Skidding round that turn,
We saw right there the lesson
That we'd never stopped to learn.

So now you stop and think, my
friend,
Before you be as stupid.
Because the harp I'm playin' now
Was not cut out for Cupid.

Special Announcement

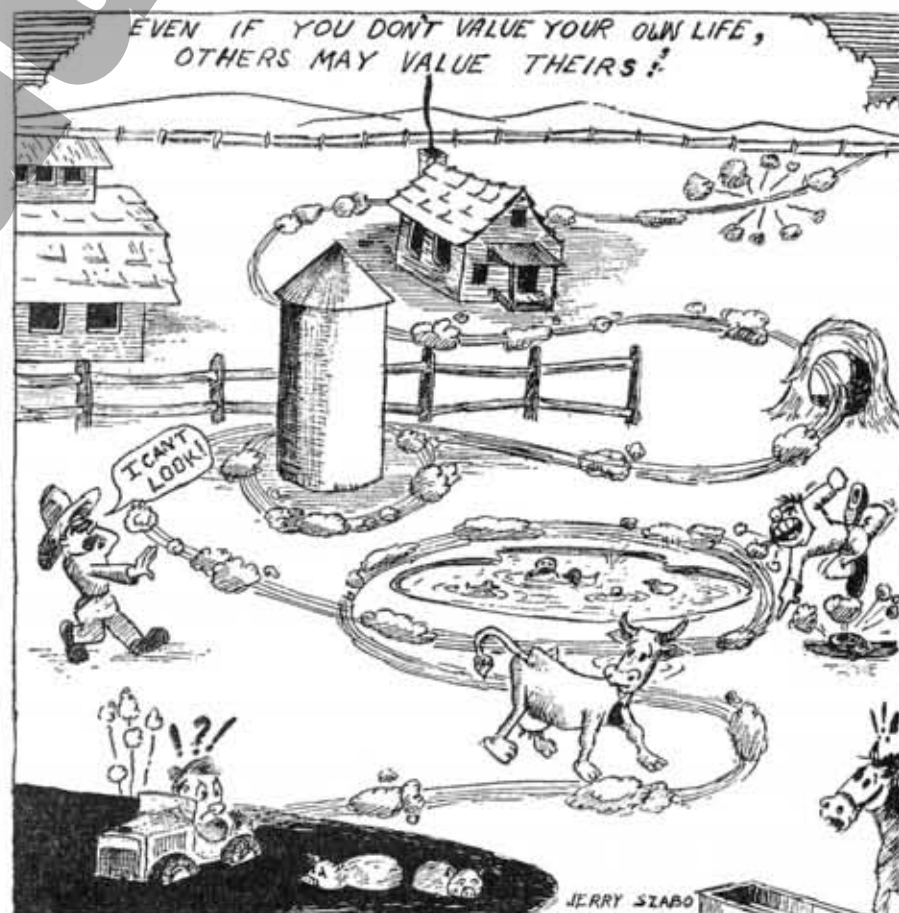
This issue of *Smoke Signal* has been prepared with the basic theme of highway safety in mind. With the cooperation of the Conrad Safe Drivers League, an effort has been made to present to all Conradians and friends of Conrad a picture of what the students and school itself are doing in the field of highway safety. It is also the aim of this issue to show why much more needs to be done today and tomorrow by citizens of all ages, in order to make our highways safer.

The winning entry in *Smoke Signal's* safety slogan contest is printed on Page 1. Runners-up appear in boxes throughout the paper. These slogans will be sent to WDEL for broadcast on School Report daily at 7:40 during the next two weeks. Artists contributing the most effective safety cartoons, in the opinion of the newspaper staff, will find their sketches published in various sections of this issue.

This issue has been entered in the nationwide highway safety promotion contest for school publications which is being sponsored by the American Motorists' Insurance Co.

—Editors

First Prize Safety Cartoon



EDITORIALS

The Price of Progress

Thinking . . . thinking . . . thinking — that's how man discovered the principle of the wheel. "Let's see," said a caveman. "I've seen logs roll down a hill. Why couldn't I take some of the burden off my back and roll it on some logs?" Thus man discovered a primitive type of wheel.

But he didn't stop there; no sir, man was thinking. He invented the axle to supplement his wheel, put some boards on top, and produced a car. Tiring of pulling the cart himself he trained animals to pull it for him. Then, still thinking, he wondered: "How can I make a car that will run automatically without animal power?" Interested men all over the world were asking themselves the same question. Finally it came — the internal - combustion engine. Other problems cropped up, and one by one they were mowed down — carburetors, differentials, pistons, spark plugs, transmissions, cooling systems, headlights, windshield wipers. All were invented because there was a need; someone thought how to fill it, and then filled it.

Thinking man has created this marvel of technical skill that we take for granted every day — the automobile. This same automobile kills thousands of us every year — not because it's an automobile but because of the thinking (?) man behind the wheel. So far we've overcome the other problems of automobile transportation.

Why don't we start doing something about overcoming this one now? Let's join the others who don't believe these deaths are the "price of progress." We can lick it if we start thinking . . . thinking . . . thinking . . . —George Kenyon

To Race or Not to Race

You're an average guy, with the average car. Yet, there's one difference — you've worked with your car, spent money and time on her, and being human you want to show her off and see what she'll do. To some people that means only one thing — a RACE!

Sure, you've heard of the statistics on highway accidents — (in fact, you can read about them in this issue of *Smoke Signal*). . . . sure, you've heard of the new fines for speeding — let alone racing. . . . sure, you might cause an accident — and yet, you've got to see if your work was worth the money, time, and effort.

Let's look at the sculptor. He slaves away, pays expenses, spends hours on a piece of plaster till it's a work of art. Then he is rewarded at the art show.

Then, there's the racehorse. Men spend money and time — then comes the Kentucky Derby, and the chance to win. Yes, everyone concerned is satisfied with the work he put into making that champion.

If the sculptor can show his art, if the trainer can race his horse — why can't the average teenager, who is a member of a much more numerous fraternity, have a way of seeing if his work has paid off or has been in vain? To be specific, why can't this State of Delaware provide a "drag strip" for these sculptors, race horse trainers and owners, engineers, and mechanics of tomorrow?

Nobody has ever heard of a piece of sculpture causing a highway death; nobody has ever heard of a racehorse killing a family of six on the dual highways of Delaware. Yet, I dare say that many a "hot rod" driven by many a well-meaning teenager has been involved in an accident — no doubt because he was trying to show off his car.

Let's face it. The average teenagers and the car are going to be a steady twosome from now on. This fact is confirmed by the driving classes in our schools, the Safe Drivers League here at Conrad, and the many other clubs designed to help the teenager know more about the car.

The teenager can help and wants to help stop highway deaths, the ugly sound of colliding steel, shattering glass, and screeching tires. The teenager, who has worked with his car, who knows it inside and out, who knows its capabilities, for good and evil, who can handle a car with the greatest dexterity — he, when given a place to "try" his car, "to dust his duals," "to drag," "to make'er back," can leave the highway free of competitive racing. All the teenager wants is a place to RACE — A DRAG STRIP. I know, because I'm a teenager!

—Nancy Williams

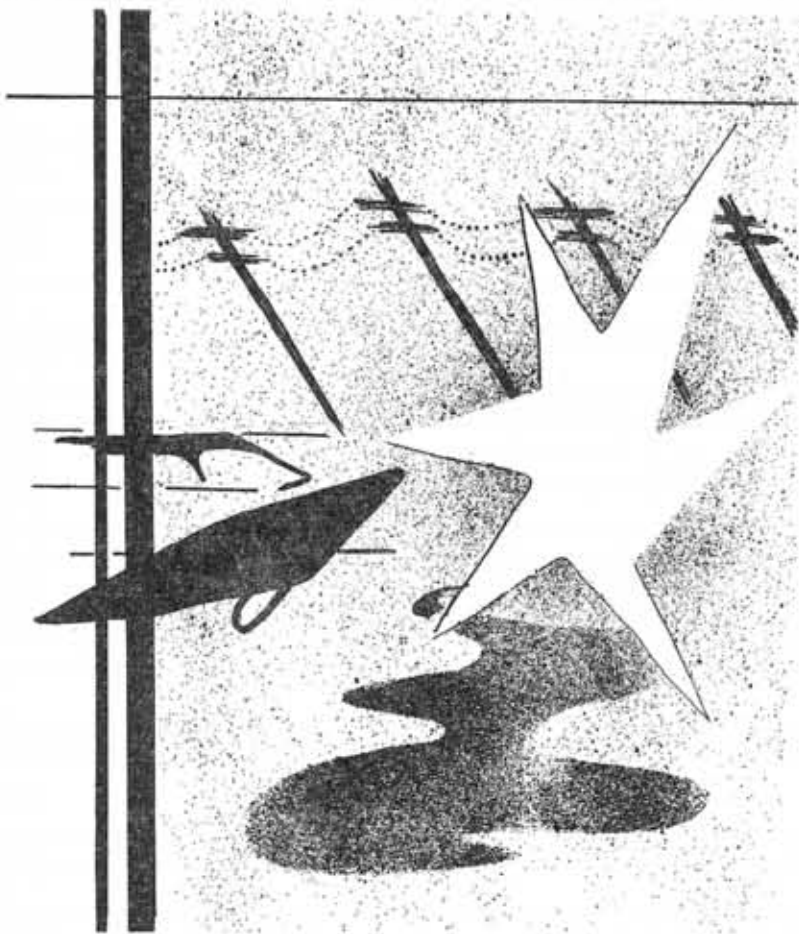
SMOKE SIGNAL

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CO-EDITORS-IN-CHIEF
Nancy Williams and George Kenyon

JOURNALISM CLASS

Joseph Abrams, Helen Bertrand, Joanne Boulden, David Bragdon, Judy Comegys, Joy Curtis, Jacqueline deShay, Peter Fisher, Mary Glynn, Barbara Heinel, Andrea Huth, Barbara Kennedy, George Kenyon, Robert Masters, Mary Jane McVaugh, Carolyn Sharp.



Speed Kills

—Barbara Heinel

Driver Education

(Continued from Page 1)

in the dual-controlled car along with the instructor. While one is driving, the other observes from the back seat, while the teacher sits beside the learner. Halfway through the period, the two exchange places, thus giving an equal chance to drive and observe. There are usually ten or eleven driving periods for each student. The pupils are divided into three driving groups—twelve in each group.

The class sessions consist of lectures, discussions, chart displays, and movies. They include highway and pedestrian safety; rules of the road; parts and maintenance of the auto; physical, mental, and emotional qualities of the driver; devices to test reflexes; and various helpful hints.

Results of Driver Education

Below in the chart are the results of a recent Delaware survey of trained and non-trained drivers over a period of five years. Each group totals 1,093 participants.

ARRESTS		
	NUMBER	PERCENT
Trained	214	19.6
Non-trained	271	24.8
ACCIDENTS		
Trained	173	15.8
Non-trained	253	23.3
ACCIDENTS WITH RESPONSIBILITY		
Trained	60	5.5
Non-trained	83	7.6

One can see by the above statistics that the results of driver training have a pronounced effect upon a driver's consciousness of the need for highway safety.

The Delaware Program

Last year Delaware set aside \$55,567 for driver training, which covered most of the cost of providing this instruction. The average money spent on each driving student totaled \$27.43.

Of the 2,024 state participants in the program last year, 1,606 received their certificates, a 79.7 percentage. Here at Conrad last year, 102 were enrolled, eight discontinued it, and fourteen failed.

COMING EVENTS

- April 18 — Student Council Convention Meeting — 3:30-5:30.
- April 22 — Organ recital — 2:30-4:30. Admission — Free
- April 27 — Student Government Day
- May 17 & 18 — Operetta
- May 25 — Junior Prom — 8:00-12:00.
- June 15 — Commencement.

censes until they have completed and passed the course.

Based on a survey of teenagers who received their certificates, some of the more interesting suggestions for improvement in the course were (1) provide more time for driving, (2) make driver education compulsory, (3) and give experience in night driving.

Sophomores: Why not make plans now to include driving in your schedule next year? It's the best possible investment you can make in your own future safety on the highway.

DON'T CROWD THE DRIVER UP AHEAD, SHARE THE ROAD, AND LIVE INSTEAD.

—George Gardner

Safety Check

(Continued from Page 1)

Before you start for the garage, however, make sure that the drift to one side was not caused by a strong side wind!

Check No. 4 examines the suspension system — the springs and shock absorbers. Sagged or broken springs can turn an ordinary curve, dip or emergency stop into an upset, while poor shocks permit pitching and bucking which may destroy control at a critical moment, perhaps flipping the car off the road or into oncoming traffic. Check the condition of the springs by parking the empty car on a level spot. Look at it carefully from front, rear and both sides, squatting about 12 feet away in each case. If the car tilts to one side or to the front or rear with the tires fully inflated, look for a sagged or broken spring. Don't mind if the rear seems slightly

ACCIDENTS IN DELAWARE* IN 1955

Type of Accident	Number of Accidents				No. of Persons	
	Total	Fatal	Non-Fatal	Property Damage	Killed	Injured
Collision of Motor Vehicle with						
1. Pedestrian	92	10	82		10	82
2. Other Vehicle (Motor)	3867	32	550	3285	39	996
3. Bicycle	41	1	36	4	1	36
4. Fixed Object	335	4	78	253	6	95
5. Ran Off Roadway	1124	40	346	738	44	515
TOTALS	5712	91	1157	4464	104	1818

(* Does not include Wilmington)

—Courtesy of Delaware State Police

Mr. Skripchuk Does the Teaching

And, as you might suspect, to be a driving teacher, a person has to meet certain requirements. Several of the more important are (1) he must be in sound health, (2) he must not have been at fault in a traffic accident, (3) he must have had successful driving experience, and most important (4) he must be enthusiastic and highly interested in his work.

When asked why he thought driver training should be expanded, Mr. Leon Skripchuk, Conrad's driving instructor, answered, "In order to help the students understand what a wonderful device the auto is, but how terrible it can be if misused." Also, he frankly admitted that, even though some would disagree with him, he thinks that teenagers of 16 and 17 should not get their li-

THE PLACE FOR SHORTCUTS IS THE BARBER SHOP.

—Dave Bragdon

higher than the front; this is normal in an empty car. Test the shocks by grasping the bumper and pushing it down as far as it will go. If, when you release it, the end of the car you are testing comes up smoothly and fairly slowly, the shocks are good.

Check No. 5 tests the lights. Make sure that all your lights are working. Have your headlights focused and make sure the high and low beams are functioning correctly.

Check No. 6 is aimed at your windshield wipers. Make sure that you have good, fresh blades in them so that they will not smear the windshield.

Check No. 7 involves the condition of the exhaust system. If the muffler or tailpipe, exhaust pipe or manifold leaks, you are in danger of carbon monoxide poisoning, which is a killer. Even a little leak can keep you from being an alert, safe driver.

—Dave Bragdon



Gov. Boggs Signs Pledge of Well-pleased Safe Driver

Safe Drivers League

(Continued from Page 1)

safely is one of the keys to healthy living."

Next came the surprise! Students arose and took the Safe Drivers League Pledge. It was this dramatic scene which made Governor Boggs say how happy he was to be asked to administer the pledge, which the members repeated after him. The pledge of Conrad's Safe Drivers League is as follows:

"I, (name), do solemnly pledge before these witnesses, that I shall endeavor to follow safe and courteous motoring practices, when actively engaged in driving a motor vehicle. In so doing, I promise to drive a motor vehicle ONLY when it is known to be in a safe-operating condition, when driving conditions permit safe operation of such a motor vehicle, and when I am physically and mentally able to safely operate such vehicle.

I further declare that should I willfully violate my pledge, I automatically forfeit any and all benefits derived from the Conrad Safe Drivers League, and that I

Sergeant Spence

(Continued from Page 1)

If and when there is an accident the driver should know how to handle the situation. Sergeant Spence stated the main precaution carefully and clearly: "Never leave the scene of an accident. Notify the police immediately, obtain the address of those involved, and never, under any circumstances, move the injured."

The courteous, safe, considerate driver de-emphasizes the three big "selling-points" — speed, horsepower, and get away

shall surrender any and all emblems or other specific identifications with the Conrad Safe Drivers League to the directors or officers of the same.

I further understand that this is a covenant between me and the Conrad Safe Drivers League only, and that all identification with the latter shall be removed from any motor vehicle in my possession before permitting it to change ownership."

As a farewell wish to Conrad's assembly on that Tuesday morning Governor Boggs used very appropriate words by saying, "Safe driving to you with that wonderful and very necessary vehicle."

This was not the end of the assembly, however, since each member of the League was called forward individually to have his written pledge signed by the officers of the club and all those people mentioned before. Special awards were presented to all who were members of the Safe Drivers League last year who have not violated their pledge. They were: Kaye Squires, Dixie Bright, Marjorie Hardin, Sophie Pyle, Jim Paruszewski, Charles Ford, Ray Woodward, Ronald Trivits, Don Cazier, Paul King, Donald Gregg, Virginia Ramsey, Neal Ramer, Malcolm Bogart, James Philhower, and Bill Valentine.

— which are so often over-emphasized by the manufacturers of automobiles.

"Today you may not be interested in glaring headlines telling of those killed by the automobile," said the Sergeant, "but someday it may be your child who is lying in the street dead." Did the driver of that vehicle receive proper instruction from his parents?

A series of questions at the end of the talk were presented to the speaker by his listening audience.

The first question was, "How do those in authority feel about drag races?" To this the Sergeant replied that the police are not in favor of so-called "drag races" and they are kept to a minimum.

Sergeant Spence feels that the recently passed fine laws will eventually help reduce accidents, although many people will be penalized before much success is obtained.

"Driver Education in the schools is one of the finest plans put into effect in many years," stated Spence. "It presents all the pro's and con's of driving the car, which today plays such an important role in our life."

IS THE NUT BEHIND THE WHEEL TIGHT?

—M. Bogart



—Gary Mahan



When we're old and gray and ready to settle down in the old rockin' chair, here's a yarn to spin to our grandchildren: 'Twas on the eighteenth of March in '56 . . . well, few of us noticed whether or not March came in like a lamb that year but most everybody knew that it went out like a lion. In fact, a large majority of us high school students found ourselves on the first day of spring plodding to school through knee-deep snow drifts or seated behind the wheel of a snow-bound car, wondering if Old Mother Nature had gone on strike with the Westinghouse people. . . . Then there was always the pleasant thought that maybe us gals would have to trek to church on Easter Sunday in our snowshoes and mittens in-

stead of flowered Easter bonnets. . . . There was even some talk of having "Iceland" as the theme for the Junior Prom, so that we'd all feel at home. . . . Almost any time you'd drop in on the Wilmington Public Library in that year of the BIG SNOW — clear, rain, or blizzard — you'd find good old Conrad well-represented with seniors pouring over huge stacks of books. Industrious George Gardner even ventured to ride the bus to the library on that fateful Friday night in March when the snow was falling like powdered sugar off a doughnut. However, George didn't feel so industrious when he later discovered the buses had stopped running, and he had to WALK home!

Warden Visnovsky at work!

Mr. V., what happened in your 4th period solid geometry class when Eddie Stevens came in and asked to see Jack Delancy? After a few seconds of conversing across the room, Mr. V. said, "Leave!" At this Dick Burkhard thoughtfully commented, "Even in Sing Sing they have visitors!"

Real Honest - to - Goodness Musical, May 17 and 18

"Well, I'll be a dirty buzzard!" "A real, live, honest-to-gosh musical?"

Yessirree, pardners, preparations have started for Conrad High's first musical comedy, western style, too.

Mr. Richard George and Mr. Donald Morgan will be co-directing the production, to be presented Thursday and Friday, May 17 and 18. "Meet Arizona," by George M. Brown, with music by Charles W. Cadman, will feature Bob Pasquino and Jim Smallwood as Larry Benson and "Arizona" Tom Wilder, respectively, and Carol Hudon and Ann Ruggles as Lettie Blair and "wild and wooley" Aunt Lavinia.

The cast will also include Jerry Wisniewski as Jack Guldy, Russ Fulton as Bertie, Gerry Benson as Rennie, Jackie deShay as Emily, Kathy Widdoes as Carlotta, Barbara Tanner as Maria, Rollin Simpson as Carlos, George Kenyon as Antonio, Alex Kearney as Cappy, and Elva Jean Brown as Tonita Sunrise.

The story revolves around Larry Benson, the adopted son of Colonel Blair, who left the "Ride 'Em Hard" Dude Ranch temporarily without an owner when he died before making it clear who was to inherit the ranch after his death.

Jack Guldy, the ranch manager, doubts aloud that there ever was a will and tries to alienate Larry and Lettie Blair, the Colonel's niece and next of kin, by asserting that the Colonel was planning to lure Lettie from her prim Vermont home to try to promote matrimony between the two, and by trying to convince Larry that Lettie runs around with her nose in the air as far as he is concerned. This mess is straightened out with the help of Aunt Lavinia, Cappy, and "Arizona" Tom when the will is finally found.

Liberally spiced with songs, witties, romance, and everything else that goes to make a good musical terrific, the production is bound to be a hit.

There will be a large chorus to accompany the singing, as well as the community orchestra, made up from Conrad string players and friends and parents of Conradians.

This twenty-two piece ensemble will include violinists Doctor Harold V. Connerty, Mrs. Jesse Harmon, Anna Marie Connerty, and Mrs. Mary Ellen Collins. Cellists will be Paul Ramer and Carol Ann Oliver, with Alan Ramer playing the viola and Alan Start on the bass. Eleanor Deakayne and Cynthia Harmon will play the piano.

Clarinetists will be Marvin Perry, Dave Smith and Elliot Goldyn (bass clarinet). Flutists will be Janice Hurlock and Ann Simmons. Barry Mortimer will play trombone and Neal Ramer and Tom Zdrojewski will serve on the trumpets. Bob Sagers, Carolyn Cook and Lynda Ambrose will play the horns. On percussion, there will be John Cottrel and Sam Milioti, with tympany by Bill Smith.

**SAFETY ON THE ROAD IS EVERYBODY'S LOAD;
PICK UP YOUR SHARE AND DRIVE WITH CARE.**

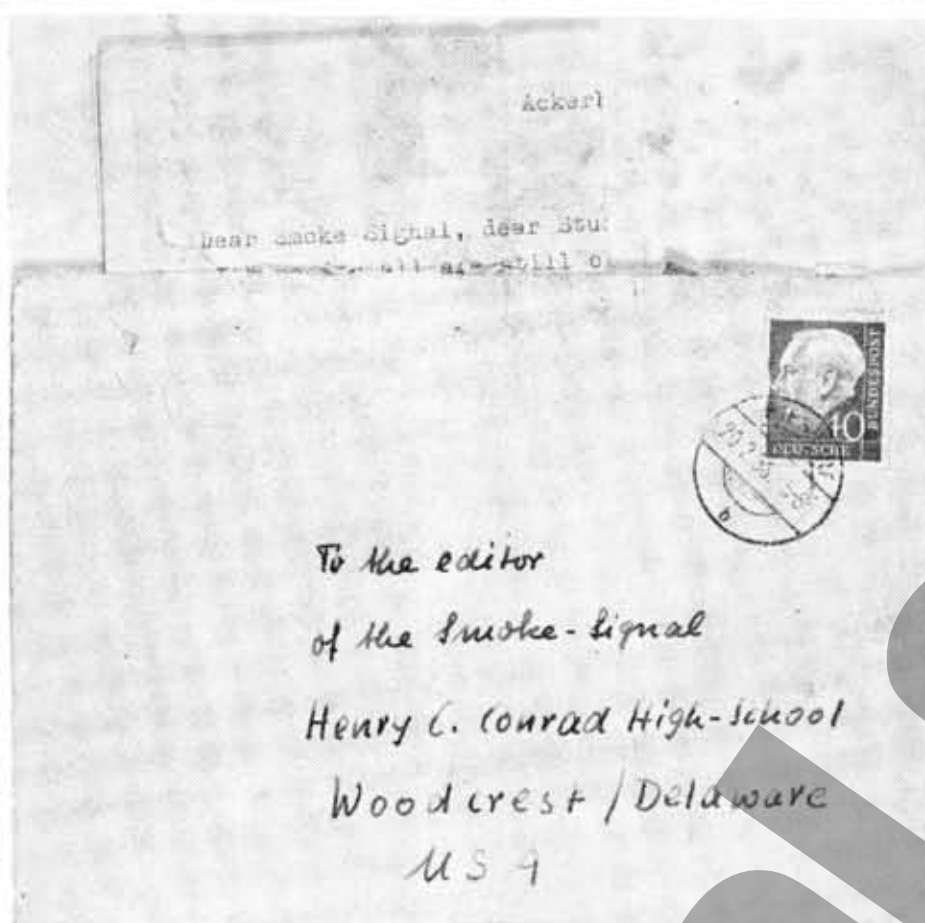
—George Gardner

Plunkett Wins "Oscar"

At the 14th annual Delaware Dramatic Play Festival, held at the University of Delaware last month, a Conrad faculty member, was selected as the best actress participating in the festival.

Each night of the two-day festival the community theatres, such as the Wilmington Drama League of which Miss Plunkett is a member, presented their plays in the competition. Dr. Delwin Dusenbury, critic judge, chose Miss Plunkett as the best actress for her portrayal of Medea in the modern translation of the ancient Greek play, "Medea."

Mr. Simmons, head of the Dramatics and Speech Department at Conrad, who presented her with the award, said, "It gives me a great deal of pleasure, as the Vice-president of the Delaware Dramatic Association, to present Miss Plunkett with this high award." It gave Conradians much pleasure too, to know that one of our very own has received a baby "Oscar," Delaware variety.



"You all know the idea of the Russians: it is world revolution. Do not believe their good looking faces."

The following letter was sent to Conrad recently by Dieter Ludwig, a German exchange student at Conrad for the 1952-1953 school year. It is addressed to all students of Conrad and certainly strengthens our personal "bridge to Europe" even more. (See the March 2 issue.) The letter is quoted in its original form, as closely as possible, so that the reality of its message will not be destroyed.—Ed.

* * *

Ackerbauschule Friesdorf

Dear Smoke Signal, dear Students of Conrad.

I hope you are all still O.K. and making out all right. Most of you will not know me any more and that is the reason why I am putting a picture of mine into the letter. (Unfortunately the picture was not included, by some error—Ed.) I am the German boy, named Dieter Ludwig, who spent one year in the Henry C. Conrad High School. Most of my friends have graduated Conrad already and only a few of you will remember me.

You may ask now, why I am writing you. Well, I want to show you that I haven't forgotten you and all of the States. But there are more reasons why I am writing these lines. In our newspapers you often now can read about the elections in the U.S.A. which are coming up now. I still do remember very good the year of 1952, when I sat in front of the television all the night and was waiting [to see] who would win the election: Eisenhower or Stevenson. It was so fascinating. But there are more things which make me think back to the States. I sometimes get a letter of old friends. I once got visited already by an American friend, who joined the Army and was stationed in Germany.

But there is one thing, that is much more important, which always makes me think back to you — that is communism. We here in Germany feel this idea which wants to win all of the world more than other people.

Maybe this [is] the reason, that we have so few Communists in our country. We are not really afraid of Communism but sometimes I have the feeling that Communism is growing in the world and this makes me feel unhappy. Then I often must think of some Americans who are feeling so safe. You all know the idea of the Russians: it is world revolution. Do not believe their goodlooking faces.

So that you know something about me I want to tell you that I am studying Agriculture and am in college now. In Germany you first have to work for two years on a farm before you can attend College. We have to study very much and in this point you have it easier than we in Germany. We have school every day from 7:30 in the morning till 7:00 in the evening. Then we must study our lessons for the next day.

I hope you find out what I want to say with this letter and it would not be bad if you'd take the time to think about it.

It would make me a great joy to get a letter of one or the other of you. What do you think about the future of the West? Do not forget the East caught up in many things during the last years.

Best wishes to all the teachers and students,

Your thankful student

Dieter Ludwig

My address:

Dieter Ludwig
Ackerbauschule Friesdorf
Mittelfranken Bayern
Germany

Reckless but not Wreckless

There was a wild driver named Pete,
Who drove recklessly down the street.
When he had a big crash
He was mashed into hash,
And they never could find his two feet.

—Dave Bragdon

Conrad Boasts a \$6400 Alumnus

Howard W. Anderson, a 1952 graduate of Conrad and now a senior at the University of Delaware, is one of two students from this area who have been awarded fellowships totaling \$6,400 by the National Science Foundation. Mr. Anderson, son of Mr. and Mrs. Fred A. Anderson of 312 Winston Avenue in Elmhurst, will do graduate work in the natural sciences. The fellowship will enable Anderson to study for four more years and complete his graduate work at the expense of the Foundation. He was one of 775 students who earned such fellowships on the basis of scholastic competition. 2,892 students from colleges all over America had applied.

Anderson, an engineering student at the University of Delaware, was recently cited as the outstanding senior in chemical engineering at the University.

In the words of Principal C. W. Cummings, "Here is a young man of whom Conrad can be justly proud."



—Bragdon
Harper, Kelso, Abrams, Brittingham

Boys' State Delegates

Junior boys who will be representing Conrad at Delaware's annual Boys' State on April 26, 27, 28 are Donald Harper, representative; Jay Kelso, attache; and the substitutes, who are Joseph Abrams and Grafton Brittingham. These boys were chosen by the U.S. History classes.

While at Dover the boys will stay at the Dover Air Base barracks. They will see a mock air raid and also see an airplane demonstration.

The boys will perform the duties of the senators and representatives, with a student from Alexis I. duPont serving as governor. The governorship is rotated each year, giving each school a chance to "elect" a "governor".

The Boys State program is sponsored by the American Legion.

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TATNALL at FIFTH

Greek Party

In this issue of Smoke Signal, Sophie Pyle completes her account of her adventure in Greece last summer.

* * *

Today Athens is much in the news, and it seems strange to me to see newsreels of the riots over Cyprus in streets which I know and, indeed, walked on only six months ago. It was my home; I knew it! I can only describe this feeling as the same as I—or you—might experience if Conrad were suddenly plunged into an internationally publicized gang war.

For some of the teenagers rioting against the English (I refrain from choosing sides since naturally I, being "part Greek," would be prejudiced) were my friends. I find the sense of unreality strengthened by the fact that I know they are teenagers not unlike us. They have chewing gum, bop, and cokes; they have lipstick and fashion fads; and they have parties and dates (which, for their parents' peace of mind, they call "companies" — amounts to the same thing, though). The Greek teenagers, like the rest of the population, are rather paradoxical — they have both this touch of the modern U.S.A. and the culture and pride of their Hellenic heritage. (I hope this clears up a few American misconceptions.)

I found that the Athenians also had formed a few misconceptions about life in America. Most Europeans, as I had previously been led to believe, think that most Americans are wealthy, and, as I hadn't thought, by Greek standards we, America's middle class, are very well off. I had also thought that from movies (e.g. Russell, Monroe) we would be considered wild or something. However, Greek teenagers class us as rather tame, only slightly less inhibited than the English! Our movie stars are (in their words) "too wholesome." And though American movies are preferred above the others, the real "movie queens" are French and Italian. (There are, as admitted by the Greeks themselves, no decent Greek movies). The teenagers were admittedly surprised when my knowledge exceeded the limit of "Movie Life" magazine and were possibly slightly shocked at an American interested in (I hesitate) archaeology, ancient history, and philosophy. However, since the Greek people share my enthusiasm for a good argument, we got along wonderfully.

My first Greek party was quite a surprise, I remember. It was then that my whole picture of the "rather shy, cultured Greek" was shattered. I knocked on the door. . . . It was opened by a nineteen year old boy with a cigarette in his mouth and a drink in the other hand. In the background was a table laden with whiskey, wine, gin, and retgina (a special Greek wine which tastes like resin). This is really not so unnatural as it first appeared to be, for the European is introduced to wine early (at the dinner table) and will stay, at best, mildly acquainted with it all his life. (I became acquainted with mineral water instead.)

In this one evening I learned more about dancing than I ever had known before. My new friends taught me, in rapid succession, the samba, tango, and mambo (European style). In return, I was mortified to learn, a member of the local jazz club, the **Bebop Club**, and I were going to give

a jitterbugging exhibition. Well, it was the sort of thing you see done in the movies, not in Delaware, but it was fun. Next a native dance was put on with myself as one of the participants. (Now, unfortunately, these ancient Greek folk dances are being slowly moved into second place in favor of Nat "King" Cole and Johnny Ray.) I just kept time to the music and, gradually, began to try some of the intricate steps. I wish we could have something like it here. It's just a line dance, not requiring a partner, and has literally hundreds of variations to the basic two-step. The teenagers also taught me two other folk dances, both of which date back more than 2,000 years. In return, I left them the Charleston and — very popular — the bunny hop. The latter one, as I was leader, also took in a tour of the house! We ended the evening of possibly the quickest and certainly the liveliest cultural "melting pot" in history with the Mexican Hat Dance (to an Italian record).

This was only one event. So much happened in that one summer! There's so much to remember: the taverns and colorful shops; the precise and beautiful country side, an artist's dream; the city itself, with the very old structures like the Acropolis, the very modern buildings, the slums and war-torn sections, and the very few wealthy estates; and,

most of all, the people. If I could choose any place other than a small section of Delaware for my home, I would pick Greece, for I left so many friends there, and a little bit of my heart.

—Sophie Pyle

Three Conradians Compete In Science Fair At Tower Hill

Competing in Delaware's Science Fair, to be held on April 19, 20, and 21 at Tower Hill School will be three Conradians — Edward Scott, John Gainer, and Ian Green.

Ed Scott's display portrays the endocrine glands. It has a rectangular glass background and is mounted in a wooden frame. This depicts a human body and the location and position of these glands. A background lighting scheme is used.

John Gainer is submitting a model of an eye. This is a painted plaster of paris model and each part is labeled with wires leading from the labels to the specific structures

Ian Green's project describes an appendectomy. It illustrates the series of steps in the operation and it also has background posters showing the appendix with and without inflammation. The display explains clearly what should be done in case acute appendicitis symptoms appear.

Frohock Captures State H. Ec. Prize - \$1500 Scholarship

Bette Frohock, a senior at Conrad who has had over three years of home economics training in Miss Conaway's department, has recently been named the state winner of the Betty Crocker Homemaker of Tomorrow Contest.

As a result of her high score in a written "knowledge and attitude" homemaking examination given to senior girls throughout the state last fall, Bette will receive a \$1,500 scholarship to be used at the college of her choice. The scholarship is awarded by the General Mills Corporation, sponsor of this contest. She plans to study dietetics at the University of Delaware.

As a result of this victory, Bette automatically became a candidate for the \$5,000 scholarship awarded on the nationally-televised American Table Banquet at the Bellevue-Stratford Hotel in Philadelphia last night. The selection of the All-American Homemaker of Tomorrow was based on the original test score and interviews. Results of the nationwide contest will be reported today in the **Wilmington Journal-Every Evening**.

Bette and Miss Conaway toured Washington, D. C., and Williamsburg, Va., starting April 8, winding up in Philadelphia for the tele-

vised program. In Williamsburg the 48 Homemakers of Tomorrow and the representative from the District of Columbia dressed in colonial costumes and became a part of the homemaking scene of yesteryear.

Conrad will receive a set of the **Encyclopedia Britannica** in recognition of Bette's selection as Delaware Homemaker of Tomorrow. The volumes will be added to Conrad's library for the use of hundreds of future Conradians, thanks to this quiet, unassuming, and hard-working senior.

Bette's principal hobbies are cooking and sewing. She has no favorite dish that she likes to cook but enjoys experimenting with new recipes and cooking ideas. She is an honor student, a member of the Sock and Buskin Club and the Press Club. She also enjoys reading and photography.

Her advice to anyone thinking about the home economics field as a career: "Go into it if you are really interested in it; otherwise steer clear of it."

Congratulations, Bette, and we hope you had good luck in the National Contest

DRIVE ON YOUR SIDE,
AND BE ON THE SAFE SIDE.

—Norman Masters



—Joe Dehorty

We Were Wondering . . .

"What would you do with a spermophile?"

Betsy Leikel — "I'd plant it in the garden."

John Michener — "I'd have it for supper."

Naney Twitchell — "I'd put it in my drawer and save it for a rainy day."

Ronny Nichols — "I'd take it out on a date."

Pete Fisher — "I'd construct a perpendicular to it and give it to Mr. V."

Nellie Watts — "I'd give it to Franny to eat."

Bill Watson — "Put it in my carburetor."

Andrea Huth — "Give it to Mrs. Dodds to dissect in biology."

Dee Benoit — "I'd roast it and put catsup on it."

Sylvia Taylor — "Give it to Dallas for Easter."

John Doto — "Put it in my gas tank."

Mickey Finn — "Put it in my pocketbook."

Barbara Kennedy — "Get out of jail with it."

Vivian Havian — "I'd cut my toenails with it." You're taking

quite a risk there, old girl.)

Marlene Ford — "Before I'd do anything with it I would first try to learn how to pronounce it."

Phyllis Morris — "Give it to my mommy."

Barbara Heinel — "Throw peanuts at it."

Irvin Hirshfield — "Play 'Territory' with it."

Carol Hudon — "Give it to Mr. George."

Dick Rutter — "Make a hat out of it."

Jack Delancy — "I'd make the best of it."

Donny Harper — "I'd give it to Judy."

Jerry Bubb — "Put it in a box and tie it up."

Mr. Baird, when asked what he'd do with the er . . . "thing" said that he would smell of it inquisitively.

Mr. Visnovsky said that he would give it back immediately.

(Incidentally, a spermophile happens to be a gopher — a distant relative of the woodchuck.)

PASSING ON HILLS, KILLS.
—Norman Masters

BE A CHICKEN; LIVE LONGER.
—Norman Masters

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Cross-Country Champs Spark Track Team

While the chief sports attraction at this time of year is usually the national game of baseball, another sport shares honors with it on the Conrad sports calendar in the spring. This sport, of course, is track.

Here at Conrad, this year, our track team will again be operating under the able coaching of Joseph Gormley who has brought Conrad's cross-country team home as state champs twice in a row.

There hasn't been much training outside so far this year due to the weather. For that reason, the runners aren't sure of how far or how well they'll be running.

However, entries in other events are more certain of the future.

On the discus side there will be co-captain Rodney Allen, Dick Stradley, and Lafe Thompson, a transfer from Pennsylvania. Dave Stevens and Lafe Thompson will throw the javelin; Rodney Allen, Dick Stradley, and Elwood Scales will be on the shot-put; and Bill Harding will jump the hurdles. It might be added that the squad will sorely miss Jerry Blackway who would also have been on the hurdles this spring.

Like the runners, the broad

jumpers and high jumpers are not certain. The runners are Irvon, Tony Zulkowski, co-captain Hirschfield, Stan Talley, Carl Hartain Bob Satterfield, Bob Wolf, Don Wolf, Cornelius Evans, Jay Francis, Seldon Shultz, Ronnie Brown, and Ralph Alls.

The nucleus of the team centers around last year's participants, with the accent on the cross-country team. There is depth in distance runners and field events but the team lacks sprinters.

The Redskins have an eleven-game schedule:

April

- 11—Brown at Bayard Stadium
- 18—A. I. duPont
- 21—Bridgeton Relays
- 25—Triangular at Wilmington
- 27-28—Penn Relays

May

- 2—Suburban Meet at A. I. duPont
- 5—Peninsula Relays
- 9—Triangular Meet at William Penn
- 11-22—New Castle County Meet
- 14—P. S. duPont
- 19—State Meet at the University of Delaware

"Player of the Week"

Richard Greenhill, a junior, deserves real praise as the outstanding center on this year's basketball team. Indeed, the Wilmington Sportswriters elected him the outstanding player of the week during February 20 to 27. This honor was won by virtue of excellent playing in games against Howard and Wilmington. Dick had an identical 26-point score in each of these contests. His play-making and rebounding resulted in an upset victory over Wilmington and a hard-fought loss to a favored Howard High "Wildcats" team. He completed the season with 198 points, which was second high for the team. Through 16 games Dick maintained a game average of 12.4 points.

DON'T HAVE YOUR FIRST ACCIDENT: IT MIGHT BE YOUR LAST.

—Lee Dabson

THE LIFE YOU LEAD MAY STOP WITH SPEED.

—Sallie Evans

More than 60 fight for starting baseball positions on '56 team

The 1956 baseball team has been working out on dry runs for more than a month. Under the coaching of Mr. Joseph Palermo and his assistant, Mr. Jesse Malin, the boys are now working nearly to perfection. More than 60 boys have come out for the team and all are now at the physical condition that the coaches have been working towards, since the candidates have been sticking to the rigid training rules that were posted by coach Palermo.

Due to the weather difficulties the team hasn't had much outside practice, a situation which has made it difficult to pick a starting team. Thus far there are three or four players fighting for every position. While practicing in the gym, the team has been working on the proper form to use when fielding the ball, dealing with double play balls, as well as a few bunting techniques. The pitching staff is very strong with eight or nine pitchers, each competing for the first pitching assignment. The workouts in the gym look good but the real test comes when the

squad gets out of winter hibernation; then it will be really driving for a perfect season.

Jayvees

The J. V. team will consist of 9th and 10th grade students only, but they may advance to varsity as the season progresses. Mr. Malin will be the coach of the J. V. squad when the season gets underway.

Organ Recital April 22

Conrad's music groups, with the exception of the choir, will present a program of religious choral music and organ recitations on Sunday, April 22 at 3:00 p.m. There will be no admission; the recital is free to the public.

All ten students who began their organ study at the beginning of this school year are taking part in the concert. They are: Ella De Courcelle, Diana Ferguson, Gail Hastings, Joy Larrimore, Virginia Osborne, Elaine Putcier, Neil Ramer, Anthony Ross, Edith Sapp, and Ann Simmons. They have been taught by Mrs. Mary Ellen Collins, who is making the arrangements for the recital.

ward George Gardner, who made third string All-State. He also was the fifteenth high scorer in the county with 265 points.

Below is the scoring record of all Redskins who scored in varsity competition:

	Games	Goals	Fouls	Pts.	High
Gardner	17	114	37	265	24
Greenhill	16	74	50	198	26
Lynch	16	74	31	169	20
Macel	15	56	28	140	19
Callahan	17	42	40	124	23
Wisniewski	16	25	31	81	13
Boswell	6	12	11	35	18
Rutter	4	5	6	16	7
Scales	7	3	2	8	2
Harding	1	1	0	2	2

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Girls Work for a '56 Winner

The girls' softball team of '56 looks like a winner.

Pitchers will hurl for the first game on April 24. Mrs. Gladys Garrett and Mrs. Marilyn Le Fevre, coaches, are seeing to it that the girls keep in good shape for the opener, as well as for the entire season.

The girls who are now working hard to make the team are: Mary Lu Boyer, Nancy Bietz, Helen Bertrand, Patty Bussard, Rosalie Callahan, Joyce Davidson, Diane Duncan, Barbara Ellis, Joyce Fenimore, Ethel Holston, Liz Huber, Joan Kendall, Mary Jo Kennedy, Ruth King, Joan Leonard, Claudette Loper, Uhla Lautenklos, Nancy Martin, Phyllis May, Rosemarie McCarns, Dorothy Parsons, Betty Philhower, Jackie Radcliff, Nancy Roberts, Sylvia Taylor, Susan White, Joan Wilkinson, and Nancy Williams.

THE MAN WHO DRIVES WHILE HE IS DRUNK SHOULD CARRY HIS COFFIN IN HIS TRUNK.

—Barbara Brown

Kelly Chosen Best Citizen

Congratulations are in order for one of Conrad's best-known and best-liked seniors, Miss Eileen Kelly.

Eileen recently received the title of Best Citizen among Delaware high school students from the Daughters of the American Revolution. At a banquet given by the D.A.R. in the duBarry Room of the Hotel DuPont, she was presented with a \$100 Savings Bond, a pin, and a certificate of good citizenship.

She was first elected by the senior class as best Conrad citizen and then she had to write essays on "What I Do to Promote Good Citizenship in My School and Community," "Who I Consider My Favorite American and Why," and was required to list all her extra-curricular activities from grades nine to twelve. Incidentally, her choice for her favorite American was J. Edgar Hoover. She then had to get two letters of recommendation, one from Mr. Cummings and one from someone knowing her well outside the school, Mrs. Harrison Jackson of Hockessin.

She was also chosen for her qualities of dependability, service, and leadership. Patriotism, and her unselfish interest in her family, her school, her community, and her nation played an important part in her receiving this award.

In her six years at Conrad, Eileen has served as President of the Junior High Service Club during the 1952-53 school year, and as consul (president) of the Latin Club, 1953-54. Last year, as

a junior, she was President of the Junior Red Cross, of which she is still a member; Vice President of the Spanish Club, in which she has also retained membership; Vice President of the Student Council and a member of the Council's executive committee; and one of Conrad's representatives to the Girls' State at Dover last summer.

This year, as President of the Student Council, she headed the Blackway Fund, which was a tremendous financial success. She is also a member of the Future Teachers Club and the National Honor Society, and serves the *Smoke Signal* in the capacity of business manager.

And that, my friends, is a record any three people might be proud of.

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—Norman Masters

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