

Currier and Ives Prints on Civil War to Be in Raleigh

The Civil War will be re-created in Raleigh, March 19 through April 1, at a free exhibit of original Currier and Ives prints.

The pictures trace the course of the war from the fall of Fort Sumter in 1861 to the surrender at Appomattox in 1865. They will be displayed at the North Carolina Hall of History, Edenton and Salisbury streets. The display will be open

from 9 a.m. to 5 p.m. daily except Sunday, when it can be viewed from 2 to 5 p.m.

Sponsors of the exhibit are the North Carolina Department of Archives and History, the North Carolina Confederate Centennial Commission, and the Fine Arts Department of the Woman's club of Raleigh. The prints are from a collection owned by Nationwide Insurance, which is showing them throughout the country in cooperation with the Civil War Centennial Commission.

Nathaniel Currier and James Merritt Ives were New York lithographers whose names have become synonymous with the life and times of 19th Century America. They've been called the "pictorial

historians" of America's colorful past for their efforts in preserving the panorama of life as lived a hundred years ago.

In 1861 a Currier and Ives print sold for only a few cents, although some went as high as \$3. Nearly every home had one. Today the originals are collectors' items, some worth hundreds of dollars.

The intrinsic value of the Civil War prints, however, is not based solely on their relative rarity. Their value is measured by the way they mirror the events of the great war—at a time when photography was in its infancy and very few dramatic photos of the conflict were taken. The Currier and Ives lithographs furnish the only complete graphic record of the war.

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Ready class? Then, let's have a go at a little "signs of life" quiz cooked up by the traffic safety experts. A passing grade renews your option on a long lifetime. Now:

1. What are the six basic traffic sign shapes? Answer: Octagonal, which always means stop, never anything else; triangular, meaning yield right-of-way; diamond, the caution sign, rectangular, stating laws and regulations; round, the railroad warning sign, and the crossbuck, standing at highway-rail intersections.

2. Give five different warnings you have seen on diamond shaped signs. Answer: Any of these such as rough pavement ahead, men working, curve (an arrow showing

the direction), side road, slippery when wet, narrow bridge, divided highway, etc.

3. Give five different regulations or laws you have seen on rectangular signs. Answer: Speed limit, no parking or limits for parking, no passing zone, keep to the right, no left turn, stop for school bus, etc.

4. Where is the round warning sign posted? Answer: The sign is about 300 to 500 feet before the crossing.

5. Where does the railroad crossbuck stand? Answer: At the intersection of a highway and railroad.

6. What action is called for by a flashing yellow light at an intersection? (a) Stop(look and go ahead? (b) Give a quick look and go ahead? (c) Slow down, considering this a caution signal for traffic in both directions, and proceed when the way is clear? Answer: (c).

7. What does a flashing red light mean? (a) Slow down before proceeding? (c) Come to a full stop and look both ways before proceeding? (c) Pay no attention, the signal needs repairing? Answer: (b) Stop, look and proceed.

8. Last year in North Carolina there were more than 50,000 traffic smash-ups. The death toll came to 1,218. In about how many of these accidents were drivers violating traffic laws at the time when death struck? Answer: In 1960, about 75 drivers out of 100 involved in fatal accidents were violating one or more traffic laws, according to reports in Motor Vehicles Department files.

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Patience can be a life saver. Impatience can kill. In the following situations what would you do?

You approach a railroad crossing, marked with a crossbuck and a sign that says "3 Tracks." Bells are clanging, red lights are flashing. Down the track you see a switch engine and you think it is either standing still or just barely moving. What do you do? (a) Wait 30 seconds and barge on across? (b) Pull onto the tracks where you can get a better view? (c) Wait until the signals stop operating, indicating the way is clear? Answer: (c) And don't be silly. If that engine is not going to move into the crossing and no other train is coming, somebody will likely be there to tell you.

How about this case. You are walking. The gates are down at a neighborhood crossing you use hundreds of times a year. School is just out and a dozen youngsters are waiting at the lowered gate. You are in a hurry and the train is way down the track, not coming very fast, you think. What do you do? (a) Start around the end of the gate, then stop and wait impatiently for the train to pass? (b) Stop automatically and wait with the others? (c) Run like mad around the end of the gate and rush across in front of the oncoming train? Answer: (b) The kids are setting you the right example—wait.

A word to the wife is sufficient, when it's yes.

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