

SENATOR LENNON REPORTS

Washington — The Senate passed last Thursday with amendments the Defense appropriations bill for fiscal 1955.

Amendment

I was glad to see the Williams amendment passed. It requires defense contracts to be awarded in accordance with competitive bids. There have been attempts made to change this procedure which would result in serious trouble to employment in industry—particularly textile—in North Carolina and the South. We have had to be on our legislative toes to keep competitive bidding mandatory in these contracts.

The Bill

The Defense appropriations bill—approximately thirty billions of dollars of new money—provides about eleven billion for the Air Force, ten billion for the Navy, thirteen billion for the Army, thirteen and one-quarter billion for the Department of Defense and three-quarter billion for inter-service activities.

The new money will be supplemented by about fourteen and one-half billion dollars in obligated money carried over from appropriations in previous years.

Unexpended Balance

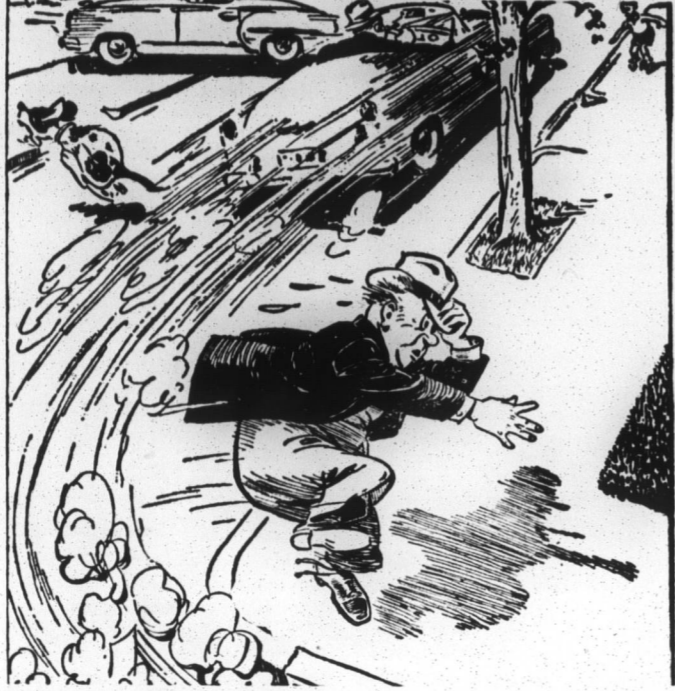
I voted against the Kennedy amendment to boost the appropriations by approximately \$250 million. Why? There is a carry-over of about forty-four billion dollars of unexpended funds in all the armed services. Add the new money—the approximately thirty billion—and we have unexpended funds of about seventy-five billion to be available for expenditure by our armed services beginning on July 1, of which approximately forty-four billion dollars are unobligated. In the case of the Army, it was shown that there is an unexpended balance of \$5,798,939,000. My position is that we should have adequate national defense and not skimp one dollar, but we must not continue to keep taxes high and the budget unbalanced when we have unexpended funds in the armed forces. I also believe that we should rely on supplemental appropriations for defense, geared to meet a changing world situation, keeping our research and preparedness at peak efficiency.

On final passage, I voted for the bill.

Progress

Passage of the defense bill—the largest single money bill of the Con-

Will You Be A Statistic Today?



Ever look a statistic in the eye? Take a look in the mirror before you leave the house to drive to work this morning. Before the day's over, you'll turn up among the statistics—either as one of the drivers who had no accidents today or as one of those killed or injured.

It all depends on you. Because you are the driver who causes accidents—or prevents them.

You are a statistic. One sure way to turn up on the accident side of the ledger is to get into an impatient hurry. Last year in North Carolina figures show over 400 persons were killed by excessive driving speeds. Not much over the "safety limit"—just enough to be fatal.

Many of them were drivers who resented speed limits—drivers who thought limits were set by stodgy legislatures bent on making motorists late for appointments. If you share that view, you're ready to fill a spot on the red side of the statistics column. Speed limits—better known as "safety limits"—are set by engineers who've tested and proved the safety margin for any given area.

gress—was ahead of the same legis-

lation during the last session. After I came to the Senate last July 15, the bill was called up for debate. What a job that was—getting all the facts together in short time in order

This-And-That

The President has signed into law the bill to add the words "Under God" to the Pledge of Allegiance to the U. S. Flag . . . The Army-McCar-

thy hearings recorded around two million words . . . The Senate passed the bill to allow a three-eighth basket, thus helping our fruit growers and shippers. It was the last bill presented by the late Senator Hoey.

Capsule Facts On '53 Traffic Accidents

The five most common errors committed by drivers involved in fatal accidents in North Carolina last year were:

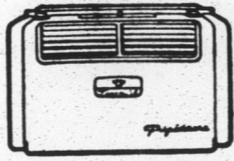
1. Exceeded stated speed limit.
2. Driving on wrong side of road.
3. Under influence of alcohol.
4. Failed to grant right of way.
5. Disregarded stop sign or signal.

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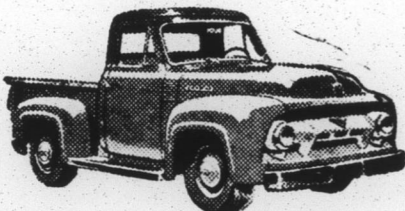
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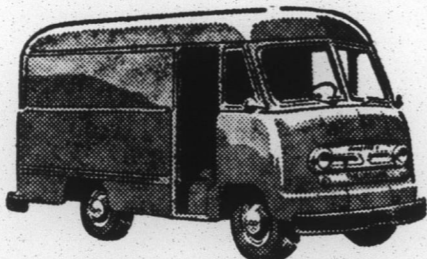
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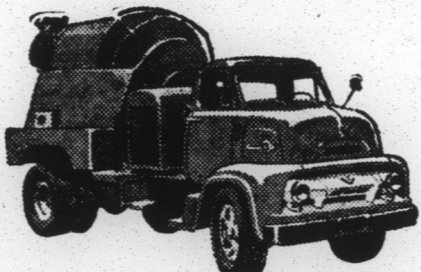
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Gas-saving Overdrive optional at low extra cost in this new F-100* Pickup. 130-h.p. V-8 or 115-h.p. Six.



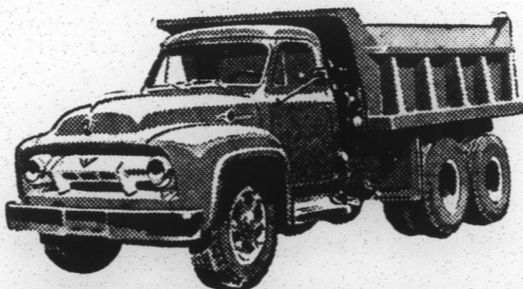
Fordomatic Drive pays off in faster handling of bigger stop-go routes. New Ford P-350 Parcel Delivery chassis shown.



New Ford giant! C-900 Cab Forward Big Job, GVW 27,000 lbs. Full-width seat. Low-FRICTION 170-h.p. Cargo King V-8.

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The Motor Vehicles Department points out that although many violations may be unintentional, the effect is as disastrous as if they were committed deliberately.

The ultimate notion of right is that which tends to the universal good; and when one's acting in a certain manner has this tendency he has a right thus to act. —Francis Hutcheson.

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3	\$ 1.00	\$ 2.00	\$ 3.00	\$ 4.00	\$ 5.00
5	1.65	3.25	4.85	6.45	8.05
7	2.00	4.00	6.00	8.00	10.00
10	2.65	5.25	7.85	10.45	13.05
14	3.20	6.35	9.50	12.65	15.80
17	3.65	7.20	10.75	14.30	17.85
21	4.10	8.10	12.10	16.10	20.10
24	4.45	8.75	13.05	17.35	21.65
27	4.80	9.40	14.00	18.60	23.20
31	5.20	10.15	15.10	20.05	25.00
45	6.50	12.70	18.90	25.10	31.30
60	7.85	15.35	22.85	30.35	37.85
90	9.85	19.30	28.75	38.20	47.65
120	11.50	22.55	33.60	44.65	55.70
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