

Night Driving Knowledge Needed To Prevent After-Dark Accidents

By JULIEN H. HARVEY
Manager, National Conservation Bureau

The hours of darkness are the most dangerous for both motorists and pedestrians. Despite the fact that more than half of the annual number of hours are daylight, and that traffic is lightest between midnight and dawn, the night-time mileage death rate continues to exceed the daytime rate, year after year.

The reasons for this are well known to safety specialists. If drivers will learn them, too, and adapt their driving habits to combat the special hazards created by darkness, much human tragedy and economic waste can be prevented.

Visibility is a vital element in safe driving at all times. At night it must be provided by proper street lighting and proper driving lights. In times past, the measurement of good street lighting was thought to be the amount of candle power at the light source and the number of lights on a given roadway. Now, however, engineering specialists have established as fact that our chief concern should be the road surface brightness and its effect on the visibility of an object, and modern street lighting is thus being designed in accordance with that knowledge.

Obviously, adequate street and highway lighting is basic and essential to the safe operation of our automobiles on their surfaces. However, for visibility on hundreds of thousands of miles of road, where traffic density does not justify special types of highway lighting, we must depend on headlights. Indeed, we must rely on efficient headlights at all times. When properly used, modern headlamps of the "sealed beam" type provide safe seeing conditions for night driving. In addition, a wise motorist plans his vehicle operation in an entirely different way than when he drives during the day.

One of the first rules of night driving is to remember that, however well lighted the road, and however powerful the headlights, visibility is always lower at night. Decreased visibility naturally demands decreased speed. It is most

important for motorists to resist the temptation to speed at night, even though traffic may be very light. There are other very definite darkness hazards besides other cars. Pedestrians may be walking on the highway, there may be an unlighted bicycle or horse-drawn vehicle, even an unseen stone or road depression may throw a speeding automobile from the highway.

The following precautions are recommended by safety specialists: When approaching a curve or hill, speed should be reduced to the point where the motorist can easily stop within the range of his headlights.

Temporary blindness caused by the glare of approaching headlights is a frequent cause of death and injury at night. When confronted by dazzling headlights, the motorist should keep his eyes fixed on the side of the road, away from the glare, and at the same time change his own lights to a lower beam.

Intoxicated drivers are a special night-time hazard. Studies have shown that between 76 and 91 percent of accidents involving drinking drivers occurred at night. Many night-time street and highway accidents happen in the vicinity of roadhouses and night clubs, and it is necessary here to be on the alert for both motorists and pedestrians.

If possible, a window should be kept open for better circulation of air and for better hearing. A clean windshield and crystal-clear headlight lenses are essential.

No city or town can afford to be without proper street lighting. Every citizen can help reduce accidents by seeing that adequate lighting is provided in his community. And every motorist can make it his individual responsibility to drive intelligently at night.

Some people think road defects play a major part in traffic accidents. A study of the 741 fatal accidents reported for 1947 shows that 187 were caused by curves or sharp turns in the road, while the majority, or the remaining 554 were caused by "driver error" or "pedestrian error."

How To Remove Starch From Iron

By RUTH CURRENT
State Home Demonstration Agent

STARCH ON THE IRON: Starched clothes are indirectly to blame for scars on many a hand iron. Household equipment specialists say. When starch sticks and scorches on the hot iron, there's a temptation to scratch it off with a knife or any other sharp utensil. The result is likely to be permanent scratches on the plate of the iron. Once scratched the iron may catch on fabrics and pull threads.

There are several simple ways to remove starch without damage to the iron. If the iron is hot, do it this way: Shake salt on a piece of paper and rub the iron back and forth over the salt until the starch rubs off. From a cool iron starch may be removed by scouring with very fine steel wool or with a moist cloth dipped in fine scouring powder. Sometimes just rubbing with a moist cloth will do the job.

As a prevention against sticking starch, rub a little beeswax or paraffin frequently over the hot surface of the iron. Well-cooked starch is less likely to stick than starch which is not thoroughly cooked so it pays to prepare it carefully. A wax preparation to add when making up starch is on the market which helps prevent sticking and makes ironing easier.

Some experienced housewives believe that adding salt to the starch mixture helps keep it from sticking, perhaps because the salt raises the temperature of the mixture and thus aids thorough cooking.

Re-cover your ironing board less frequently by dipping new cover in cold starch and tacking it on while damp. It dries tight, smooth, and stays clean longer.

Nearly 15,000 farm boys in North Carolina are members of the Future Farmers of America.

FOR SALE
We Carry A Full Line
JOHNS-MANVILLE ROOFING
Asphalt and Asbestos Shingles
Roll Roofing
Asbestos and Brick Siding
WESTERN AUTO ASSO. STORE

T. V. A. News

Teen-age fishermen from Chattanooga and vicinity will have a fishing pond of their own on Chickamauga Dam reservation, in accordance with the terms of a letter permit TVA has issued to a Chattanooga newspaper and sportsmen's club, sponsors of the project. The teen-age fishing pond is one activity in a broad program of outdoor sports for youngsters in the Chattanooga area. Tackle and instruction in bait casting will be supplied by the sponsors, and TVA technicians have tendered advice on problems of stocking and fertilizing the pond. Although adult fishermen cannot by law be prohibited from using the pond, the sponsors will endeavor by educational means to confine fishing there to persons sixteen years of age, or younger.

Total Tennessee River traffic in June was 113,400 tons and 39,468,000 ton-miles. Although less than May's record-setting volume, this is well above the monthly average for the first half of 1948. Cumulative tonnage and ton-mileage are both running about 30 percent above this time last year.

The Pure Oil Company's bulk petroleum products terminal, the third such facility to be established at Knoxville, received its first shipment during June. Knoxville is already the leading destination point on the river for petroleum products, having received 49 percent of all petroleum tonnage on the river in the first six months of 1948.

During the fiscal year ending June 30, a total of 310 families moved from the Watauga Reservoir area. Counting the removals made in 1941 and 1942, before work on Watauga was suspended for the duration of the war, 470 families have now left the area. This is about 62 percent of the families that will be required to move.

After 15 years of tree planting, over 30,000 acres of pine plantations have been established in the Tennessee Valley. With better fire protection hundreds of additional acres have reseeded naturally to pine. Most of these stands, both planted and natural, contain several times the number of trees needed for the final timber crop.

While close spacing is considered desirable in young stands (early competition encourages well-formed trees), the trees soon reach a size where competition for space, light and soil nutrients becomes too severe. At this stage (about the 10th year) pine stands need to be thinned to reduce competition and keep growth vigorous. Thinning is expensive, however, and it is not ordinarily done unless the material removed can be put to some profitable use.

Fence posts from pine thinnings, objective of a current investigation under way at Norris, may provide the answer. With the advent of new chemical preservatives and simplified methods of applying them, long-lasting posts can now be made from non-durable pine. This means pine stands can be thinned economically several years before trees are large enough for pulpwood; material is thus utilized that might die and be wasted; and, too, by reducing the number of trees, growth of those remaining is accelerated.

A total of 80 private cruisers participated in some portion of the recent Tennessee Valley Ho! Cruise, sponsored by the Tennessee Valley Outdoor, Inc., a newly organized regional group whose purpose is to stimulate development and enjoyment of the recreation resources of the Tennessee Valley Region. From Paducah to Knoxville, towns along the lakes extended hospitality to the cruise members. Barbecues, fish fries, dances, and automobile sightseeing tours were features of the entertainment offered by civic and local boating groups.

Thirty-seven distributors of TVA power are now actively participating in the certified wiring program. To emphasize the importance of adequate wiring for full use of electricity, the distributors are holding meetings, publishing advertisements on certified adequate wiring, and cooperating with builders, architects, and contractors on wiring design and layout.

The Columbia (Tennessee) Power System is offering complete wiring layout service free to its customers as a part of the certified wiring program it is carrying out. A home economist, specially trained in adequate wiring, will

make wiring layouts for the system's customers.

About 95 percent of the homes in the country, according to reliable estimates, are inadequately wired for efficient, safe and convenient operation of the electric equipment and lighting already in use. The principal reason for the state of this wiring is that the major number of homes were built as much as 25 years ago, and were wired only for lights and a few low-wattage appliances. Today this wiring is inadequate for the increased load.

Effectiveness of the joint fire control project initiated last July in the 15 Valley counties of North Carolina is revealed in the State Forester's first annual evaluation report. Not only was the amount of protected area increased to include all private forest land (1.6 million acres) in the 15 Valley counties, but the percent of protected area burned was reduced from a five-year average of 1.6 percent to 0.33 percent during the past year.

Gilbertsville Village is on the verge of becoming an important new recreational asset to the northwestern part of the Tennessee Valley. Pending completion of a formal lease agreement between TVA and the Kentucky Division of State Parks, Kentucky officials have employed a resident manager for the village, and have ordered furnishings for some of the houses that will be used as vacation cabins. State park personnel are making provisions for an expanded food service in the Community Building. A Negro picnic ground is being constructed on the dam reservation area.

East Tennessee Planting Guide Published—A tree-planting guide for East Tennessee has been published and is ready for distribution. Issued jointly by the Tennessee Division of Forestry, the Agricultural Extension Service, and TVA, the folder gives the what-where-how-when of tree planting in the East Tennessee area.

Per capita food consumption has increased during the last few years, averaging about 16 per cent above the pre-war level in 1947

Reports from growers of green peppers in North Carolina indicate that a total of 3,600 acres of this crop will be harvested this year. This is an increase of 300 acres over the 1947 crop.

The Easy to Use Fuller
WINDOW BRUSH
JUST WASH and WIPE!
Call or Write
WENDELL SIMPSON
R. 4 Hayesville, N. C.

FIRESTONE Refrigerators : Washers Outboard Motors

TOWNSON BROTHERS FIRESTONE STORE

Phone 210

Murphy, N. C.

Blue Ribbon Winners



GMC 100-450 SERIES

"Army Workhorse" Power Plant

Stronger And Sturdier Chassis

Brand New Postwar Cab

Rugged, Modern Good Looks

THE TRUCK OF VALUE

GMC TRUCKS GASOLINE DIESEL


GMC 100-450 series models are the blue ribbon winners in the light and medium duty truck field.

They're Big . . . built to handle gross weights up to 37,000 pounds. They're Strong . . . with wide, deep frames and long, thick, load-supporting springs. They're Better Built . . . with such features as hypoid rear axles, full pressure engine lubrication, Turbo-Top pistons, 3- and 4-speed Syncro-Mesh transmissions, Ball-Bearing Steering.

Beyond this, GMC 100-450s give you engines of the same basic design as the war-famed "Army Workhorse" . . . rugged good looks . . . outstanding cab comfort. Before you buy any truck, see these extra value light and medium duty GMCs.

HERE IS YOUR NEW PLANT

by Luria



Framework of Luria Building showing masonry side walls.

Detail of roof connections at column.

COMPLETELY erected of structural steel in one-half to one-third usual construction time.

Straight side walls . . . roofing and siding may be corrugated steel, corrugated asbestos or masonry walls and built-up roof. Meets all building codes.

Basic structure in clear span widths of 40' to 100' of unobstructed space and multiples of 20' in length. Easily air-conditioned or humidified.

Now available in stock for immediate delivery . . . subject to prior sale . . . complete 40 x 100 buildings.

Dave Steel Company . . . a great name in steel fabrication . . . offers its engineering facilities without obligation to help you plan and erect the proper structure for your specific needs.

Dave

STEEL COMPANY, INC.

ASHEVILLE, N. C.

Cherokee Pontiac Company
205 Hiwassee Street
Murphy, N. C.