

Communication

On Jan. 24 between 7:10 and 7:25 a.m. a little black dog was hit and killed on Landrum Mills Rd. about 100 yds. past Cordage Woods toward Landrum Mills. Now I know dogs are hit by cars quite frequently and nobody really seems to care. If we hit one we feel badly for a moment and continue on our hurried way. But, think for a moment, if you will and ask yourself why you didn't stop! You were in a hurry to get to work, or late for an appointment. Even worse is the excuse that they should be tied up. These are all excuses we use when we hit an animal, but what if the dog were yours and you saw him killed and then had to tell your little girl or boy that the family pet wasn't coming home anymore because he was dead and the driver of the car didn't stop to see if the dog had a collar or tag and didn't seem to care. I just had to do this because that little black dog was mine. Next time you do hit a dog, please stop and care.

Ernest and Beth Doughty

Use Of Label Can Speed Up Tax Refund

Greensboro — That pre-addressed, peel-off label that is attached to your Federal tax forms package has two big advantages this year, the Internal Revenue Service says.

Last year about 65 percent of the 2.2 million returns filed in North Carolina bore the peel-off label, saving Uncle Sam about \$143,000 or 10 cents per label. The savings are realized in faster processing because the label contains certain information that would not be furnished if a taxpayer wrote in his name, address, and Social Security number.

Perhaps the most attractive advantage in using the label is to the taxpayer. The IRS says that if the label is not used, and the information written in is hard to decipher, the processing of the return is slower, causing any refund due to be delayed from two to six weeks.

The IRS also said that using the label will not trigger an audit of the return. The selection of returns for audit is through a different method.

Home Brew Alcohol Has Limits

Farmers who try to beat the high price of gas by cranking up grandpa's old still may be in for a disappointment.

The stuff that grandpa brewed may have kept him going, but it is not good enough to run a tractor, car or truck. Not enough kick, grandpa would say. The proof is too low, an engineer would say. Also, the price of alcohol is still more than the price of gasoline.

John Glover, an extension agricultural engineer at N. C. State University, said the questions he gets indicate that many people don't understand the type of equipment necessary to produce alcohol as a fuel.

The simple "Moonshine-type" still will produce alcohol of 60 to 100 proof with one pass through the still. Gasoline engines need alcohol of at least 180 proof to run properly.

A person can get the higher proof by running the alcohol back through the still several times. However, each pass through the still runs up the cost of production and makes home brewed alcohol less of a bargain.

A better alternative, Glover said, is to use one of the newer type stills that have a rectifying or distillation column. This type of still "redistills" the mash several times as the vapors pass through the column.

Alcohol of up to 196 proof is possible with a rectifying column, Glover said. The maximum for a homemade column (moonshine-type still) is usually 180 to 190 proof.

"Proof" is the term used to describe the purity of alcohol. The number of the proof is twice the percentage, by volume, of alcohol in the mixture. For example, a mixture that is 100 proof is actually 50 percent alcohol and 50 percent water.

While gasoline engines can be modified to burn alcohol of 180 proof, engines will burn gasohol without modification. Gasohol is a mixture of anhydrous (200 proof) ethanol alcohol and 90 percent unleaded gas.

Thus, a farmer cannot make his own gasohol because he cannot produce 200 proof alcohol. Lower proof alcohol will not mix with gasoline and will drop to the bottom of the tank.

To modify a gasoline engine so it will burn only alcohol, Glover said a person should enlarge the

diameter of the carburetor fuel jets by one-third to enrich the fuel mixture.

The ignition timing may also need to be advanced because of the high octane rate of ethanol alcohol, which is over 100. For maximum efficiency, the compression ratio can also be increased due to the high octane rating.

Engine performance is poor, Glover said, when a person tries to use ethanol alcohol of less than 160 proof. Permanent damage in the form of corrosion can result from extended use. An engine that has been modified to burn straight alcohol (160 proof and above) must be changed back to burn gasoline. If it is not, the engine will flood. — Tom Byrd, NCSU.

LANIER LIBRARY BOOK REVIEWS

"Love is Stronger Than Death" by Peter J. Kneeft.

"What is death" and "why do we die?" Peter Kneeft's answers are deeply Christian and gently philosophical. The result is a whole new understanding of our deepest selves.

"Triple" by Ken Follett

A modern story of suspense based on actual fact. Follett is the author of the popular book "The Eye of the Needle". A memorial book in large print also available in usual print.

"Giving Good Weight" by John McPhee

John McPhee readers are again treated to the products of his curiosity, his apparent compulsion to discover and to share. The five pieces make for delightful reading.

Bulletin Readers

Out of town subscriptions have been entered for the following: Valerie M. Thompson, 1811 Collingwood Rd., Alexandria, Va.; Mrs. Ted Eilenberg, 238 Talmadge Drive, Spartanburg, S. C.; Arthur R. Kester, 32 Willet St., Bloomfield, N. J.; J. G. Juett, 4521 Walnut Lake Rd., Birmingham, Mich.; W. Carroll McKinney, 901 Montford Drive, Charlotte; Samuel Bingham, 394 Vanderbilt Rd., Asheville; Dr. Darryl Maxwell, 122 Academy St., Berryville, Va.; Mrs. Virginia Wendt, 1825 Hanover Ave., Richmond, Va.; AB Alan W. Duncan, PSC Box 2504, Plattsburgh Air Force Base, New York, 12903; Harold D. Pittman, Albert Everman, Mrs. Robert Hofland, all Rt. 1, Tryon; C. D. Loveless, Rt. 2, Tryon; Bill McClure, Landrum, S. C.; Grady Grigg, W. D. Collins, Gilbert Smothers, Dewitt C. Miner, all Rt. 1, Landrum; Paul E. Rollins, Rt. 3, Campobello, S. C.; Mrs. Julia M. Twitty, Rt. 4, Rutherfordton; Ted Owens, Columbus; James F. Edwards, Roy W. Price, Rt. 1, Mill Spring; Clara Trantham, Mrs. Ida Lawter, Rt. 2, Mill Spring.

Changes of address have been made for the following: Ada McSwain to 109 Williams St., Spartanburg, S. C.; Albert Everman from Tryon to Rt. 1, Tryon; Fred Edwards from Rt. 1, Tryon to Tryon; Charles P. Didier from Maumee, Ohio to Tryon; Miss June Brock to 4427 Holly Apt. 2, Kansas City, Mo.; Mrs. G. V. Davidson from Rt. 1, Chesnee, S. C. to 108 Sheringham Drive, Normal, Ill.; Carolina World Tryon to Tryon.

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