

WALTER LAMBETH TALKS ABOUT PUBLIC SAFETY

STATEMENT BY REPRESENTATIVE WALTER LAMBETH, June 1, 1933.

To the Editor:

With the Industrial Recovery Bill nearing enactment in a form apparently very little subject to change so far as the main features of the program are concerned, I believe that our people are ready and eager for an early start along the lines of advance proposed. Especially, perhaps, is this true of the public-works title. I want to discuss briefly the opportunities presented in the way of highway construction, with particular reference to the elimination of some of the grade crossings now responsible for many deaths and injuries every year.

Section 204-a of the bill as amended in the House reads: "For the purpose of construction of public highways or related projects, the President is authorized of providing for the emergency needed to make grants to the several States in an aggregate amount of \$400,000,000 *** **." Sec. 204-b proceeds to change the basis of apportionment among the States from the one previously existing, so that the \$400,000,000 will be apportioned one-fourth to area, one-fourth to population, instead of one-third each for population, area and mileage. Thereby it is estimated (unless this provision shall be changed) that North Carolina will receive \$9,805,300, an increase of \$180,000 over what otherwise would have been her due.

The term "grant" is used in the sense of a free gift. No grant need be matched to any extent whatever by the State. Limitation to 30 per cent of the cost of labor and materials, affecting a wide variety of other projects opened to States, counties, municipalities, etc., and even private enterprises, with provisions for supplementary loans, do not concern us here.

I call attention to the further fact in this connection that the new road appropriations are additional to the already existing ones, which, as enacted by the last Congress, did not require matching by the States.

For the total expenditure of the \$400,000,000 the Bureau of Public Roads in the Department of Agriculture will have the primary responsibility, as under the Federal Highway Act of 1921. The Federal district engineer will be its representative, as before. But I shall presently quote a provision for enlisting the services of the State Highway Departments or Commissions; and no doubt where, as in North Carolina, the organization is thoroughly competent, it will be given wide scope. Especially will it presumably function with regard to feeder or secondary roads as provided for in Sec. 204-2.

An important provision; Neither under construction within municipalities nor upon payments per mile do the limitations of the Federal Highway Act apply.

Regarding labor, it is provided that no convict labor may be employed that "so far as practicable and feasible" no employee other than executives, et al, shall work over thirty hours a week, that preference in employment shall be given specified classes beginning with ex-service men and residents, and that "just and reasonable wages" shall be paid.

Getting down to the specific provisions for grade-crossing elimination and related matters, I quote from Sec. 204-a-1: "For expenditure on the Federal-aid highway system and extensions thereof into and through municipalities. The amount apportioned to any State under this paragraph may be used to pay all or any part of the cost of highway construction, including the elimination of hazards to highway traffic, such as the separation of grades at crossing, the reconstruction of existing railroad grade crossing structures, the relocation of

highways to eliminate railroad crossings, the widening of narrow bridges and roadways, the building of foot-paths, the replacement of unsafe bridges, the construction of routes to avoid congested areas ***. In carrying out the improvements *** in connection with railroad crossings at grade, the State Highway Department shall constitute an agency of the Federal Government. No funds made available by this title shall be used for the acquisition of any land, right of way, or easement in connection with any railroad-grade elimination project."

To show what grade-separation projects may save in human life and limb, I quote from the Interstate Commerce Commission's report for the year ended December 31, 1932: Killed at grade crossings, 1,525; injured, 3,989. For 1931, when less depression made for more riding about, the figures were 1,811 and 4,657. In 1931 passenger automobiles contributed 1,331 of the killed and 3,583 of the injured. In 1929—and catching what is threatened when prosperity returns—a total of 2,485 were killed and 5,321 injured.

For 1931, the year of the latest detailed figures, North Carolina had 68 grade-crossing accidents, with 38 killed and 140 injured. In these accidents 58 involved automobiles, with 35 killed and 82 injured. North Carolina had 428,737 automobiles registered and was ninth in number of casualties per 10,000. Some states, notably Connecticut with 336,040, automobiles and not a single fatality, made far better records. Not many made a record materially worse.

As to number of grade crossings, North Carolina had in 1931 a total of 3,897, of which 3,693 were entirely unprotected. Only 35 had gates, and only five of these for 24 hours a day. Accidents took place at every class of crossing, but proportionately least, of course, at the better protected types.

Along the Federal-aid system we had 191 crossings on numbered highways and 97 on unnumbered; total, 288.

To Mr. L. W. Wallace of the American Engineering Council I am indebted for valuable data showing what initiation of this class of work would mean in speedy reemployment and business betterment, as well as in permanently facilitating traffic and saving human life. I condense from his paper:

Such structures are fairly standardized, designs and specifications could as a rule be prepared and construction started within thirty or sixty days even where no preliminary work has been done.

The cost varies from \$25,000 all the way up to \$500,000. The average cost in North Carolina should be approximately \$50,000. At least 50 per cent would be for direct wages and an additional 35 per cent for indirect labor. Except in involved cases, the project could be completed within twelve months.

The railroads could and no doubt would willingly contribute to the enterprises in the way of engineering design and the gift of rights of way. In all cases where a highway underpass is constructed, the railroads design and supervise construction of the abutments and bridges.

In conclusion, let me emphasize that from many points of view the elimination of our deadlier and more hampering grade crossings is one of the best possible enterprises to busy ourselves with at this time. Let me emphasize, too, that the former discrimination against cities and towns in Federal aid is now suspended and that upon the bill's enactment the Government stands actually ready to furnish all necessary funds for making life pleasanter and safer around many a present danger point.



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When Neuralgia, Neuritis, Rheumatism, Lumbago, Sciatica, send their knife-like pains thru your quivering nerves... when Muscular Pains torture you... when Periodic Pains lay you low... these are the times you need Dr. Miles' Anti-Pain Pills. Why suffer needlessly? Why let ordinary aches and pains rob you of enjoyment, success, prosperity? Dr. Miles' Anti-Pain Pills relieve quickly—safely. Ask any druggist what their users say about them. Dr. Miles' Anti-Pain Pills will stop a simple Headache in ten to twenty minutes less than the time needed by most similar preparations. They are not laxative, do not upset the stomach, do not cause Constipation. A package of Dr. Miles' Anti-Pain Pills in your medicine cabinet, pocket, or hand-bag means fewer aches and pains, greater efficiency, less lost time, more comfort and enjoyment.

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MONCURE NEWS

Misses Roberts and Dorothy Lambeth and Lois Ray left Monday for Boone where they will enter the summer school at the Appalachian Teachers' College. Messrs. W. C. Harward and E. R. Ray accompanied them to Boone just for a short visit to the mountains.

Mr. J. L. Womble, Jr., a student at the University for the past several years, is at home for the summer. Miss Mary Seymour, a graduate of Chowan College, Murfreesboro, this spring, is also home for the summer.

Mrs. J. W. Womble and son, Harvey, and daughter, Mary, and Mesdames J. F. Womble and R. P. Womble spent Sunday at High Point with relatives.

Miss Elizabeth Thomas, who has been librarian at Charlotte for several years, but had been with her mother, Mrs. C. O. Thomas, for the past month, joined a party of friends at Charlotte one day last week and is on her way to attend the World's Fair at Chicago. We join her many friends here in wishing her a happy and instructive trip.

Sunday School Day will be held at Moncure Methodist church next Sunday morning; also preaching at eight o'clock in the evening. The public is cordially invited to both these services.

There will be an Epworth League service at the church at 7:30 o'clock. The young people cordially invite you to this service.

Miss Bettie Ann Hicks was leader of the Epworth League service last Sunday evening and the subject was "Varieties of Religious Expression," was discussed in an interesting way.

Messrs. Wm. Strickland, Albert Barnes, Wm. Durham, James Cross, Allen Harrington and Erwin Thomas, who were selected by the government to work in forestry, left last Friday for a final examination at Raleigh. They were accepted and are now at Fort Bragg for a two weeks training.

Messrs. E. J. Barnes and T. O. Seawell made a flying business trip to Raleigh Monday.

Mr. and Mrs. W. C. Harward attended service at the Episcopal church in Pittsboro last Sunday.

Miss Bettie Harward is visiting friends in Raleigh.

Miss Bettie Ann Hicks entertained some of her friends at a party at her home last Saturday evening. After a most enjoyable evening playing games delicious refreshments of ice cream and cake was served.

On account of commencement beginning at Duke University last Sunday, the Duke student did not preach at Providence M. E. church last Sunday afternoon. His place was filled by Mr. G. R. Mendenhall, who preached a splendid sermon on "Be Loyal and True Christians."

Mrs. Elmer A. Pierce, who has been visiting his sister, Mrs. W. C. Harward, left last Friday for Louisiana.

Mrs. E. L. Sutton and children, of Goldsboro, visited her sister, Mrs. J. E. Moore, last week. While here Mrs. Sutton and Mrs. Moore visited relatives in Virginia. Mrs. Sutton returned to her home at Goldsboro late, latter part of the week.

Mrs. J. F. Morrison and children, of Peachland, visited her son, Mr. Franklin Morrison, last week.

Mr. and Mrs. A. F. Morrison moved from the house next to the furniture store to the house on Main street near the bank one day last week.

Miss Bertha Lee Poe, a student at N. C. C. W. last year, is at home for the summer.

Mrs. Julia Stedman was able to attend church at Providence last Sunday afternoon and she is also visiting relatives in town this week.

"To him who hath shall be given but to him who hath not shall be taken away even that which he seemeth to have." Hard but true as every one knows who observes and tries to think a little.

Lemon Springs News.

Miss Edith Wilson, of Raleigh, spent Sunday with her parents here.

The Butlers motored to Campbell's College Sunday to see their son, Hickman.

James Wilson, of Campbell's College, spent Sunday here.

Ray Hancock spent the week end with Irene Crissman.

J. G. Crissman, of Zebulon, spent the week end with his family here.

Duncan and Terrah Lee Cox, Mattie Yow, Elizabeth Gibson, Reece Matthews and Royce Crissman attended a house party at Campbell's College last week end.

Mrs. Lex Buie and family spent last week in Salisbury with her mother.

Juniper Springs News.

Rev. Walter E. Bond was the overnight guest of Mr. and Mrs. Kenneth McNair Saturday. He filled his Sunday appointment at Juniper Springs in his usual able manner. A number of visitors were present including Misses Helen Keller and Myrtle Douglas, Miss Hamilton and Pell Winstead of Jonesboro, and Guy Matthews, of Cameron.

Misses Keller and Douglas and also Mr. Winstead made very good talks on the significance and importance of the B. Y. P. U. organization.

Miss Keller played the piano accompaniments in a very finished manner and Rev. Bond led the singing.

Mr. and Mrs. Chas. Jourdan, of Gulf were recent visitors at the home of Mr. and Mrs. Rufus Thomas.

Godwin Thomas has left for Fort Bragg where he will train for reformation service in the Smoky Mountains. He has served at Fort Bragg in the National Guard contingent and it is hoped that he will have a pleasant and profitable season in the Smokies.

Miss Osee Patterson visited Miss Corrine Thomas Sunday.

Miss Baker, of Holly Springs, was a guest of Miss Maggie Kelly Sunday.

Miss Alma Kelly entertained her Sunday School class of little folks Saturday afternoon at her home. Lemonade and cookies were served and a happy afternoon was spent playing outdoor games.

Mr. James Davis, of High Point, was a guest of Miss Mammie Keedy Sunday.

Rev. Bond was dinner guest of Mr. and Mrs. Paul J. Thomas Sunday.

Miss Marie Thomas had dinner Monday with Miss Rosalie Thomas.

Crops are looking well in this section. Mr. H. J. Thomas has the finest corn we have seen.

Daniel O'Quinn has a very fine wheat crop. Many from various sections of the state have commented on the excellence of this wheat. Mr. O'Quinn also has a nice barley field which made a good yield. This is the only barley we know of in this section.

Kenneth McNair has an extra good wheat crop, and also a good crop of rye and oats.

Miss Rosalie Thomas spent Sunday with Miss Sallie Coore.

Little Betty Lou Thomas, of Sanford, visited her grandmother, Mrs. B. C. Kelly, last week.

A good deal of improvement has been made on the link of road leading from the Judson C. Thomas place to Holly Springs church. This was an important old road, being a direct route to Lillington. It has long been neglected but is in fine shape now and many avail themselves of this short route to Lillington and Raleigh.

Miss Rosalie Thomas visited Mrs. Jo Kelly Wednesday afternoon.

A lot of fine honey has been taken from the gums lately. It is of a very excellent quality. Bee culture is always profitable; there is a good market for it. The price remains high and it is to be regretted that more farmers do not raise honey for home consumption.

George Bornemann was a supper guest of Nurlly Bradley Saturday.

Rev. Bond called on Mr. and Mrs. H. J. Thomas Sunday evening.

A sing was held at Juniper Springs Saturday under the tutelage of Mr. Bornemann. A large number was present.

Miss Ruth Thomas, who has been visiting in Wake County went to New York last week end with a party of friends from South Carolina who were driving up. She spent a few days with Miss Mary Frances Jones, who was a classmate at Anderson College.

Miss Thomas will spend this week end as a guest of Mrs. Chas. Rowe in New York City. The latter has visited her several times and was a room mate of Mrs. Kenneth McNair at Meredith College.

Miss Edythe Modne, of South Norwalk, Connecticut will entertain Miss Thomas at her home next week.

ASBURY NEWS

The Asbury Ladies Aid Society will meet at the church, Tuesday afternoon at 2:30, June 13. A very interesting program will be given, after which ice cream, cake, candy, fruit, etc., will be sold. All ladies of the surrounding community are urged to be present.

Mr. and Mrs. T. C. Woody and Miss Bronna Johnson were visitors in Raleigh Thursday.

Mr. and Mrs. Leslie Roberson, of Jonesboro, spent Tuesday with Mrs. Roberson's mother, Mrs. J. R. Bright who has been sick.

Many of the people of the community attended the services at Pleasant Hill Sunday. The Asbury quartette being on the program in the afternoon.

Miss Estelle Johnson is attending Commencement at Chapel Hill this week.

Mr. and Mrs. Robert Goodwin spent a few days last week with Mrs. Goodwin's mother, Mrs. Kate Johnson.

Mesdames J. T. Johnson and Mrs. F. R. Knight attended the Central Carolina Rural Letter Carriers' Association at Sanford Tuesday.

We are sorry to report Mrs. Nan Burns very ill.

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May 29, 1933

WOMEN'S CONTRIBUTION TO THE MOTOR CAR

There is some doubt that people care to hear very much about what goes on under the hoods of their cars.

The driver knows that "driving qualities" are not accidental; they are put there. How the manufacturer creates or evolves those results may not interest him. He judges entirely by the results he gets in driving.

Well, it is not essential to talk "shop"; let us talk Results. Smoothness. Drive the Ford V-8 and you will find that the engine runs with surpassing smoothness, due to its design and the extra precise methods of its manufacture.

Power. There it is, 75 horsepower (we could say 80) at the drive-shaft for the driver's use. With less weight to pull around, the mettle of this car—its life-like response—is rather remarkable.

Economy. Our V-8 develops more power on a gallon of gasoline than any car we have made. Mileage is partly a matter of individual driving, but under average conditions the Ford V-8 does 17 to 20 miles a gallon. Of course, car economy is not only a matter of fuel. Ford V-8 has that too, but it is also economical in the complete sense—initial cost, operation, maintenance.

Appearance. This is woman's contribution. The motor car must not only be useful, but also good-looking. View the Ford V-8 and you will not need our comment on its fine appearance.

Comfort. This also is woman's concern. In 30 years she changed the motor car from a wagon to a coach. Comfort is a quality made up of numerous ingredients. There is no comfort without a quiet, smooth-running engine. We have all the other ingredients too,—color, good taste, quality, ease, safety, roominess and convenience.

Henry Ford

IF YOUR TOBACCO ESCAPES DAMAGE BY HAILSTORM

you will perhaps have a profitable harvest. BUT.....

why gamble on the IF?

Better get your hail insurance—NOW..... if you wait, your regrets may be in vain.

Scott Insurance Agency,

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