

Federal Aid Roads In Bad Condition

Washington, D. C.—North Carolina's nearly 7760 miles of roads on the Federal aid primary system are nearly twice again as ill-prepared to play their basic

part in America's current war effort as they were in World War II. That fact was reported today by Lt. General Eugene Reybold, executive vice president of the American Road Builders' Association, the country's oldest national good roads organization, in citing a jump of \$173,830,000 in deficiencies on North Carolina's rural mileage of the strategic Federal aid primary highway system in the last six years.

"Six years ago, the American Association of State Highway Officials set a price tag of \$98,570,000 on the repairs needed to bring the rural Federal aid primary system mileage in North Carolina up to fighting trim for World War II," Gen. Reybold, chief of the Army Corps of Engineers during that war, said. "The overall national cost for that work was pegged at \$5,315,531,230. Today, the AASHO estimates North Carolina's deficiencies at \$277,400,000 and the total cost of preparing the nation's most critically needed highways for war at \$14,420,562,000. Progressive degeneration of the 219,588-mile rural life-line of transport, which links the nation's centers of production and includes the vital 37,900-mile Interstate or Defense system of highways, has taken place despite the record dollar volume of highway construction since the war.

"Broken by war-necessitated loads and forced war-time neglect, and since subjected to traffic volumes and speeds (registrations of motor vehicles alone increased

State College Tips To the Housewife

By Ruth Current
State Home Demonstration Agent
A penny in a fuse socket can set the house afire. Many people still are unaware of the danger of overheating wires by replacing a burned-out fuse with a penny. The fuse is a protection. When it "blows," it warns that wires are overloaded — that is, more electricity is being carried than the circuit can handle safely. The trouble may be using too many appliances on one circuit, or some

from 30 to 45 million in the five years after the war) for which they never intended, this key highway system of the nation has been drafted for war service again."

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defect in an appliance, a cord or the wiring. The burning out of the fuse cuts off the current, thus avoiding fires from overheating hidden wires.

If a penny replaces the fuse, the cause of the trouble is not corrected. The circuit still is overloaded, and the wires may become so hot that their insulation may begin to smolder. Overloaded wires have smoldered inside house walls for some days before they have been discovered. Fires in the night or when families are away often have been traced to such a start.

Every home should have extra fuses of the right size convenient-

ly near the service box where they can be ready if a fuse blows. To prevent trouble, wiring should be inspected and approved by a qualified inspector and then re-inspected every few years.

The housewife as well as her husband should be familiar with the size of wires and fuses recommended for the home. The National Electrical Code now recommends No. 12 wire for general home wiring for lights and small appliances rather than the No. 14 wire used in the past. No. 12 is large enough for most electric appliances except heavier items like range, water heater and clothes dryer. These take special outlets

and circuits.

The right size fuse protects the wire. For light circuits, a 15 ampere fuse is recommended. Appliance circuits take a 20-ampere fuse. This information will be stamped on the metal at the bottom of the fuse.

More than one-third of the nation's 1950 cotton acreage is being grown by farmers in Texas.

Job To Handle Loyalty Checks

The work of the Civil Service Commission in connection with the Federal employees' loyalty program has more than tripled in recent months. The increase was attributed to heavy hiring

of new employees because of the Korean war and rearmament. During the week ended September 16,

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Thoughts for a Modest Man!

The man you see in the illustration above should own a Cadillac car.

His accomplishments entitle him to it. His income is ample to justify the expenditure. And he has wanted a Cadillac for a long, long time.

But he is an extremely modest man, and he feels that if he purchased a Cadillac, some of his friends might think him ostentatious.

For him, and for all people like him, we should like to record a few simple facts.

First, let us say that we recognize modesty as a basic virtue. Indeed, the man who doesn't possess it to the proper degree is both a bore to his friends and a joy to his enemies.

But there is nothing immodest about owning a Cadillac. In fact, there are few more sensible purchases a man can make — if a Cadillac falls within his economic means.

Relatively, a Cadillac isn't even expensive. There are numerous models of several other makes of cars which cost more than the lower-priced Cadillacs.

Furthermore, the great Cadillac engine is so miserly of gasoline that a single tankful will usually suffice for a whole day's drive.

And when it comes to long life and endurance — well, few people drive far enough in a whole lifetime to invalidate this wonderful car.

Surely, no man need hesitate to own the best — when the best is so practical, and within his means.

So if you are entitled to a Cadillac, don't let modesty stand in your way. Modesty ceases to be a virtue when it deprives a man of his just reward.

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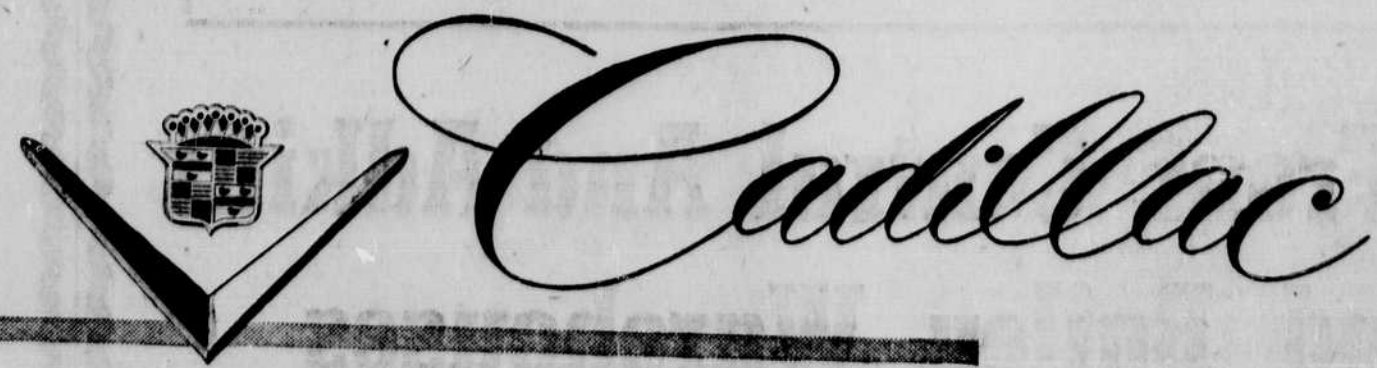
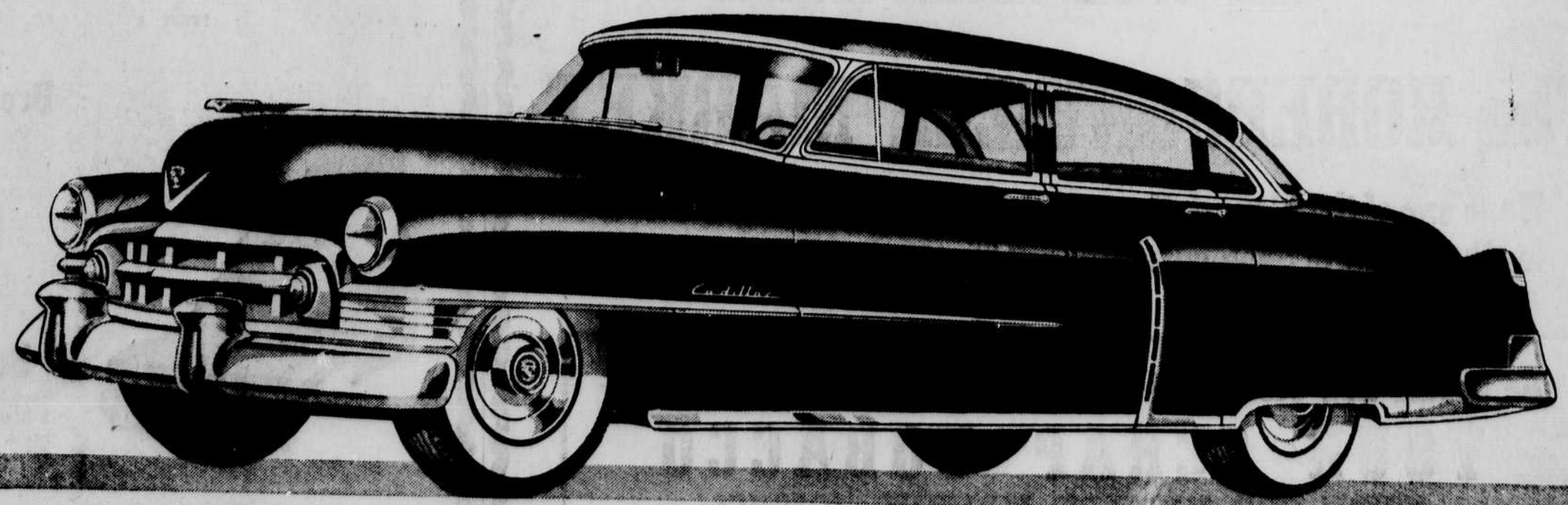
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