



**Death Travels Dark Roads**  
 RALEIGH—“Death travels dark roads.” Col. James R. Smith, State Highway Patrol commander, used that reminder this week in warning Tar Heel motorists of the dangers that confront the night time driver. “Speed and darkness are a deadly combination,” he said. “And by speed, I don’t mean 50 or 60 miles per hour—or even 40. I mean a speed that’s too fast for driving conditions. Dusk or darkness are conditions that call for traveling at a much lower speed than you would travel on the same road in daylight.” Col. Smith warned that many motorists are taken unaware by the earlier dusk of the fall months. “Obviously,” he said, “a car going at a low rate of speed can stop in a shorter distance than one going faster. This is a vital point in the night driving picture. In dusk or darkness a driver can’t see as far ahead as he can in daylight. In fact, on a very dark road he can see only the length of his headlight beam. For safety’s sake, then, he should travel at a speed that will make it possible for him to stop safely within the distance covered by this beam.” Col. Smith, who has driven over a million and a quarter miles during his 25 years on the highway patrol, recommended that the night time driver reduce his speed even under the most ideal after dark driving conditions. He also advised motorists to have their cars checked regularly, since split-second response is a must for night driving. “And, of course,” he said, “Alertness is doubly important at night. Pedestrians, cyclists, and other motorists are all more difficult to see at night. If the motorist is on the look-out he’s more likely to see them in time to avoid an accident.” The colonel took occasion also to warn night time drivers against wearing sun glasses to cut down glare from approaching car’s lights. “Sun glasses will cut down the glare, all right,” he said, “but they also reduce your own vision at the same time. Don’t wear them at night!” Reduced speed, vigilance and care are practical safeguards against night driving hazards, he said. Lots of men live to see the day they can rejoice because they didn’t get what they wanted.

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**Nation's Angus Cattlemen To Meet In Chicago For 71st Year**

Sirloin steak cut from the grand champion Angus carload at Kansas City's 1934 American Royal will be the banquet feature when Aberdeen-Angus breeders from throughout the United States and Canada convene at Chicago the week of November 29. By tradition, the 71st annual meeting of the American Aberdeen-Angus Breeders' Association, will be held during the world-famous International Livestock Exposition, which this year begins Friday, November 26.

First on the Angus program for the week is the International "Show Window" Sale, one of the two annual sales sponsored by the American Angus Association. Thirty-six exhibitors from 16 states and Canada have consigned purebred animals to this sale, which is slated for 7:00 p. m., November 29. Frank Richards, executive secretary of the association, is sale manager.

The annual banquet, at which an attendance of 1,000 is expected, will take place at 8:30 p. m., December 1, in the Grand Ballroom of Chicago's Palmer House, headquarters for the Angus convention. It will be followed immediately by a business meeting and election of officers.

Two luncheons will precede the banquet the same day. The National Women's Angus Auxiliary will meet at noon at the Palmer House, while the Past Presidents' Club will dine at the Stock Yard Inn. An informal "get acquainted" session is planned for Tuesday evening, November 30, for all members and guests. This event will also take place at the Palmer House.

breaks, buckling, punctures, and uneven wear. If the air pressure is too low, the tire will be crushed against the rim, or the cords in the tire will be stretched by hitting sharp objects such as stumps or stones. Such bruises can result in breaks in the tire that can rub through or pinch the tube, after a few hours of service.

Excessive buckling causes the sidewall cords and rubber to break down, leading to early failure of the tire. The pull of the wheel and the sidewise force in the tire at the same time causes tire buckles when the tire is underinflated. Underinflated tires are also easily punctured, Goforth points out.

Over-inflation causes impact breaks and fast tread wear. When

air pressure is too high if the tire is over-filled with water, a localized blow by a sharp rock or tree stump may break the cords. Impact breaks usually show up as a large "X" or a diagonal break that may extend from head to head.

Excessive air pressure combined with too little wheel weighting will cause fast tread wear, and the forward edges of the tread bar will wear very quickly. Over-inflation reduces traction, resulting in possible slipping which causes more rapid wear, the county agent explains.

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