

**LETTERS  
TO THE EDITOR**

Mr. Jack Rider  
Jones County Journal  
Kinston, N. C.

Dear Jack:  
Your Editorial in the Jones Journal April 14 (about Fund Drives) was interested and timely. You have always generously supported the Cancer Crusade Campaign and we who do the "pick and shovel" work appreciate both your personal and editorial support.

You, I am sure Jack, will be interested in our set up so to speak. It is that each county

unit sets its own quota. They are never handed down from state or national headquarters. The local volunteer workers set a quota they think will offer a challenge to themselves and stimulate a response from donors on whom we are totally dependent for any measure of success. As you pointed out some counties are better organized and conditioned to support volunteer programs than others, and so it is that a quota that may be a challenge in one county or community may not be

a challenge in another. The quota might be unattainable or may be too easily attainable so the decision of the quota in our cancer crusade is always left to the discretion of the dedicated volunteer worker and I use the word dedication in its true sense. In Jones County I personally know workers who give not only of their time and effort but a part of their annual leave to do this volunteer work.

So you can see these volunteer workers are not lenient with themselves or the quotas because they know well the importance of carrying on the work of this life-saving organization through education and service. Educating and alerting people everywhere to the danger signals and what to do about them is a service rendered to those who are victims in the matter of supplying drugs, bandages and dressings, maintenance of hospital beds, wheelchairs and transportation. I might add this service is made available because 40 per cent of each dollar contributed stays in the county, for the above services.

Another cause of these differences in quota assumed is that oftentimes these volunteer workers when setting up their quota are so mindful of some immediate need by some patient

**First Cattle Feeders Field Day  
Set April 26 at N. C. State**

The first cattle feeders field day ever held in North Carolina has been scheduled Tuesday, April 26, at North Carolina State University.

Tar Heel beef cattle producers will be given latest information of feeding beef cattle. They will also hear remarks from experienced farm and ranch man-

agers on the practical application of scientific information. The program begins at 9:30 a.m. at the Dairy Farm Pavilion, N. C. State University. It is sponsored by the N. C. Cattleman's Association in cooperation with the University.

"Feeding cattle is a very important subject for our livestock producers," points out A. V. Allen, specialist in charge of animal husbandry extension. "We anticipate the largest expansion of our beef industry in the next five years to come in cattle feeding," he added. Among the speakers at the feeders field day will be Sherrill Williams, Newton Grove, who will discuss his management program as it deals with handling

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**Lenoir Countians Paying \$535,000 per  
Year on Super-Highways; Have to Go  
50 Miles to See Where Money is Spent**

As far as Lenoir County car owners are concerned, how costly an undertaking has the nation's 41,000-mile highway project become?

How much are they contributing toward the construction costs at the present time through gasoline and other auto taxes?

In the past year, on the basis of data from the Bureau of Public Roads, they turned in no less than \$535,000.

Not included in this amount are the auto-use taxes collected from them by the state.

The money went into the government's Highway Trust Fund, which pays 90 per cent of the cost of construction. The other 10 per cent comes from the states.

A new look is being taken at the progress of the interstate road system because of a proposal by the Administration to increase the taxes by \$1.6 billion over an eight-year period. Most of this rise would fall on trucks and buses.

Since October 1, 1959, when the government boosted its tax on gasoline by one cent a gallon, Lenoir County car owners have been paying an average of \$30 a year into the fund.

That is the amount of tax incurred for a car that travels 10,000 miles a year and gets 14 miles to the gallon.

For the number of cars in use locally, it adds up to the \$535,000 total per year.

The national highway system was begun in 1956 and was supposed to have been completed by 1972.

Delays have occurred along the way, however, moving the target date to March, 1973. Officials connected with the work now believe it will stretch out well beyond that.

The costs, too, have gone far beyond expectations. The original estimate was \$27.6 billion. That figure has been revised upward, year after year, and now stands at \$46.8 billion. It will probably go \$3 billion higher than that eventually, according to the experts.

If the highway project is completed by 1973, car owners in Lenoir County will have eight more years to pay.

Their total contribution in that period, based on the number of cars now in opera-

tion locally, will be \$4,277,000. This assumes no further increase in gasoline taxes.

The road system is expected to pay off in reduced travel time, lower operating costs and greater safety.

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