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# Washington Report

## By CONGRESSMAN

the actual number of passenger

by concressman<br/>JAMES T. BROYHILLthe actual number of passenger<br/>hiles traveled by automobile<br/>ach year.The exact form of any legis<br/>his year on the nation's highways and street<br/>buccommittee on which I serve,<br/>During the last fiew weeks, we had presented before the<br/>commet year period for the years atherized the featured<br/>trations and testimony.Mathematical errors often do<br/>hot create delays often or<br/>the actual number of passenger<br/>hast fiew weeks, we had presented before the<br/>barrations and testimony.Mathematical errors often do<br/>hot create delays often or<br/>the actual number of passenger<br/>hast fiew weeks, we had presented before the<br/>barrations and testimony.Mathematical errors often do<br/>hot create delays often or<br/>the actual number of passenger<br/>hast fiew weeks, we had presented before the<br/>barrations and testimony.Mathematical errors often do<br/>hot create delays often or<br/>the actual number of passenger<br/>his year on the nation's highways and street<br/>barration should b given the autor<br/>or the passage of the Na-Mathematical errors often do<br/>not create delays often or<br/>the tast fiew weeks, we had presented before the<br/>oper never interesting demon.Mathematical errors often do<br/>hot create delays often or<br/>the tast fiew weeks, we had presented before the<br/>per period for the removal of<br/>trations and testimony.Mathematical errors often do<br/>mot create delays often or<br/>the state form of any legis<br/>the actual number of passenger<br/>trations and testimony.BOILING SPRINCS -Summer<br/>testime to upgrade<br/>the last fiew weeks, we had presented before the<br/>period for the passage of the Na-Devent the state of the state or<br/>testime the unmet or of the sender<br/>testime tast form of any legis<br/>testime tast form of any legis<br/>testime tast form of any legis<br/>testime tast form of any legis<br/>t bile and school bus safety is be-bute this improvement to several core the Commerce and Finance Subcommittee on which I serve. During the last few weeks, we in highway design have made have had presented before the our nation's highways and streets Subcommittee on which I serve, er than they were. Improvements During the last few weeks, we in highway design have made have had presented before the committee on which I serve, some very interesting demon-strations and testimony. strations and testimony. Since the passage of the Na-year period for the removal of

tional Traffic and Motor Vehicle dangerous obstacles in our high-Safety Act in 1966 America has way and street systems. Better experienced a leveling off in law enforcement and driver edu-both traffic injuries and traffic- cation programs across th counrelated deaths. This had occurred try have also played an import-tespite a continuing increase in ant role in reducing the most

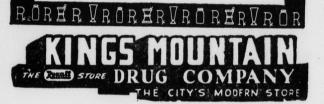
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## WHAT IS STRAIN?

Excessive stretching; overuse of  $\alpha$  part of the body, is a portion of the dictionary definition for strain. It can involve many areas of your body . . . i.e. eye strain, back strain, hernia, nervous tension. In some cases common sense and rest is all that is needed to relieve the condition. However, in such instances as a hernia, it is most important that you consult your physician for his expert advice.

For some of the more common forms of strain, we have regularly in stock products that can help: eye drops, mustard plaster, heating pads and many others.

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bus.

THE KINGS MOUNTAIN HERALD, KINGS MOUNTAIN, N. C.

However satisfactory this prog-grfess may be, there will still be over 55,000 individuals killed The exact form of any legis-

safety-related defects. In my every one of us to commit out-opinion, we do need to insure that selves to better and safer drivsafety-related defects are recalling habits, ed and properly corrctd, but I think that w need also insure

that undue or hasty bureaucratic that undue or hasty bureaucratic action does not impose an unneeded cost on the consumer. I will keep you posted about our **Deadline** Near progress in this area.

A major feature of the legis-lation before my subcommittee is a section dealing with school bus safety. Some two billion pas-senger miles are traveled each year by school children in school buses. And more important, some 5,000 children are injured and 90 children killed in children killed in children is jung and the school 90 children killed in children is jung and the school 90 children killed in children is jung and the school 90 children killed in children is jung and the school 90 children killed in children is jung and the school 90 children killed in children is jung and the school 90 children killed in children is jung and the school 90 children killed in children is jung and the school 90 children killed in children is jung and the school 90 children killed in children is jung and the school 90 children killed in children is jung and the school 90 children killed in children is jung and the school 90 children killed in children is jung and the school 90 children killed in children is jung and the school 90 children killed in children is jung and the school 90 children killed in children is jung and the school 90 children killed in children killed in children is jung and the school 90 children killed in children is jung and the school 90 children killed in children is jung and the school 90 children killed in ch

Quite sim- The certification procedure is dren killed in station of bus its each voluite sim-term safety equip-dualtions a child is Lifer in his parents' auto-them has is in the school committee chairman. It involves accidents each y ply, in terr nooile than he is in the school committee chairman. It involves

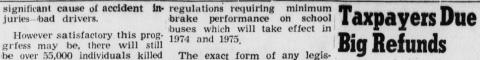
a trip to the ASCS county office The death and injury data where the producer signs a dee-presented before the subcommit. laration that states exactly the providing each school bus occu-pant with a safe protective seat-aside, if any, and affirms that an occupant within the seating to do so. area. A primary cause of child deat in school bus crashes is the compliance as soon as possible.

tossing of the child against hard objects in the bus or the tossing of the child out of the bus. New standards in busi construc-tion will be required. There are, according to define the tops of tops of the tops of the tops of the tops of top according to studies, far too gin processing data for rayment many cases where seats are in-to a producer as soon as he ceradequately connected to the floor tifies compliance. or whre the side wall structure Although speed ;s important,

unable to withstand the stress accuracy shouldn't be sacrificed of rollever or side collision acci-dents. In my opinion, it is im-ed, according to Cline. "The stateportant that the chassis and body ment represents the farmer's of school buses be constructed to pledge that he has followed and minimize rather than multiply the chance of bodily injury to school children. will continue to follow program regulations," he said. An error can cost the farmer all or part

In addition to improving the of his program payments. Spot structural safety of the school checks are made each year on bus, the subcommittee is looking farms signed up for the pro-

at other school bus requirments that will reduce the number of accidents. A primary cause of office is anxious to help farmers school bus accidents is a faulty to avoid errors in certifying and brake system. At the present welcomes calls from those who time, the Department of Trans-have questions about the proceportation has formulated new dure.



can be issued.

the state have already receiced \$230 million in refunds. "At the present time, another 383,000 refunds are being sent out each week to the six states served by the Memphis Service Center," LeBaube said, "as only 18 to 22 working days are require. That is a remarkable feat when you cons der that almost 8.4 mil-bor returns were filed there this year." Lobart to process error-free returns. That is a remarkable feat when you cons der that almost 8.4 mil-bor returns were filed there this year." Lobart to process error-free returns. That is a remarkable feat when you cons der that almost 8.4 mil-bor returns were filed there this year." Lobart to process error-free returns. That is a remarkable feat when you cons der that almost 8.4 mil-bor returns were filed there this papers who have been charged to motion false or fraudulent re-towever, the LES official said

tained errors, and such mistakes notifying the IRS. by taxpayers can cause lengthy "We at IRS can understand

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signing by the taxpayers, who must then mail it back to IRS for professing before a refund check **Opens June 4** 

Mathematical errors often do



### Thursday, May 17, 1973

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