

Washington Report

By CONGRESSMAN
JAMES T. BROYHILL

the actual number of passenger miles traveled by automobile each year.

In my opinion, we can attribute this improvement to several factors. Our automobiles are safer than they were. Improvements in highway design have made our nation's highways and streets safer to drive. Several weeks ago, Congress authorized the spending of \$225 million over a three year period for the removal of dangerous obstacles in our highway and street systems. Better law enforcement and driver education programs across the country have also played an important role in reducing the most

significant cause of accident injuries—bad drivers.

However satisfactory this progress may be, there will still be over 55,000 individuals killed this year on the nation's highways. This senseless loss of life is testimony to the need for further improvement in motor vehicle and equipment safety.

The real crux of the discussion before the subcommittee is whether the Department of Transportation should be given the authority to require the automobile companies to recall and repair at no cost automobiles with safety-related defects. In my opinion, we do need to insure that safety-related defects are recalled and properly corrected, but I think that we need also insure that undue or hasty bureaucratic action does not impose an unneeded cost on the consumer. I will keep you posted about our progress in this area.

A major feature of the legislation before my subcommittee is a section dealing with school bus safety. Some two billion passenger 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 school bus accidents each year. Quite simply, in terms of safety equipment regulations, a child is safer in his parents' automobile than he is in the school bus.

The death and injury data presented before the subcommittee clearly indicates the need for providing each school bus occupant with a safe protective seating area and in the case of accident with the means of keeping an occupant within the seating area. A primary cause of child death in school bus crashes is the tossing of the child against hard objects in the bus or the tossing of the child out of the bus.

New standards in bus construction will be required. There are, according to studies, far too many cases where seats are inadequately connected to the floor or where the side wall structure is unable to withstand the stress of rollover or side collision accidents. In my opinion, it is important that the chassis and body of school buses be constructed to minimize rather than multiply the chance of bodily injury to school children.

In addition to improving the structural safety of the school bus, the subcommittee is looking at other school bus requirements that will reduce the number of accidents. A primary cause of school bus accidents is a faulty brake system. At the present time, the Department of Transportation has formulated new

Farm Program Deadline Near

Area farmers are reminded that the deadline is June 30, 1973 for certifying that they have complied with requirements for the 1973 farm programs to become eligible for program payments to be made after July 1.

The certification procedure is simple, according to John Cline, Agricultural Stabilization and Conservation (ASCS) county committee chairman. It involves a trip to the ASCS county office where the producer signs a declaration that states exactly the acreage he has in program crops, the acreage he has set aside, if any, and affirms that he has complied with all program regulation and will continue to do so.

Cline urged farmers to certify compliance as soon as possible. "It is to everyone's advantage for a farmer to certify just as soon as he's sure that he meets all the requirements," he added. The county ASCS office can begin processing data for payment to a producer as soon as he certifies compliance.

Although speed is important, accuracy shouldn't be sacrificed just to get certification completed, according to Cline. "The statement represents the farmer's pledge that he has followed and will continue to follow program regulations," he said. An error can cost the farmer all or part of his program payments. Spot checks are made each year on farms signed up for the programs.

Cline said the ASCS county office is anxious to help farmers to avoid errors in certifying and welcomes calls from those who have questions about the procedure.

Taxpayers Due Big Refunds

GREENSBORO. — By the time the last check is mailed in a few weeks, an estimated 1.1 million North Carolina taxpayers are expected to receive about \$291 million in tax refunds from the internal Revenue Service.

Robert LeBaube, IRS acting district director in North Carolina said over 903,000 early filers in the state have already received \$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 required to process error-free returns. That is a remarkable feat when you consider that almost 8.4 million returns were filed there this year."

However, the IRS official said that some late filing taxpayers should not become unduly concerned if they wait up to ten weeks before receiving their refunds. About 112,000 returns received at IRS on the deadline contained errors, and such mistakes by taxpayers can cause lengthy processing delays.

For example, a return that was submitted without the signature must be returned for

signing by the taxpayers, who must then mail it back to IRS for processing before a refund check can be issued.

Mathematical errors often do not create delays of more than a few days, but some numerical mistakes may require weeks when it becomes necessary for IRS personnel to communicate back and forth with a taxpayer on specific questions. Some simple mistakes are promptly resolved by IRS employees phoning taxpayers.

LeBaube said the refunds of some taxpayers are delayed when computers detect unusually high deductions as compared with taxpayers' incomes. Employees then are called upon to carefully examine each such return.

Other taxpayers are having refunds delayed by audits because they were clients of return preparers who have been charged recently with deliberate preparation of false or fraudulent returns.

LeBaube added that the refund checks of many taxpayers are being returned to the government by the postal service marked "undeliverable" because the taxpayers changed addresses without notifying the IRS.

"We at IRS can understand why taxpayers are anxious to receive their refunds," LeBaube said "because this year the average refund check amounts to

Summer School Opens June 4

BOILING SPRINGS. — Summer school at Gardner-Webb college will get under way with the first term starting June 4 and closing July 6 and the second five week session will begin July 7 and close with graduation August 11.

Thomas J. McCraw, director of the summer school, announced that more than sixty different courses will be offered during each session.

Summer school is an integral part of the college year and it is accredited by the Southern Association of Colleges and Schools. A student may earn as many as six semester hours of credit for each five weeks session or in some cases as much as seven hours per term.

Registration will begin at 9 o'clock on Monday morning, June 4 in the E. B. Hamrick auditorium.

Those wishing further information should contact Director of Summer School, Gardner-Webb College, Boiling.

Courses will be offered in the

\$296 as compared with \$201 last year."

following areas: art, accounting, personnel management, business law, biology, chemistry, data processing, children's literature, English, geology, driver education, history, mathematics, political science, psychology, religion, sociology, Spanish, marketing, physical education, music and others.

OPEN HOUSE
Open house at Western Carolina Center at Morgantown will be held Sunday and visitors are invited from 1 until 4 p. m., a spokesman said. Area citizens are invited to attend.

HORSE MEASURE
Horses are measured in "hands." A light horse usually is around 14-2 to 17 hands high, measured at the withers, and they weigh 900 to 1,400 pounds. A hand is 4 inches; thus 14-2 hands is 58 inches, or 14 hands, 2 inches.

CROPS LEAD
Livestock and poultry production continues to grow in North Carolina, but the state remains predominantly a producer of crops. Unofficial figures compiled by the N. C. Agricultural Extension Service indicate that, in 1972, livestock and poultry accounted for roughly 40 per cent of the state's \$1.9 billion gross farm sales while crops accounted for about 60 per cent.

R R V R O R E R V R O R E R V R O R

WHAT IS STRAIN?

Excessive stretching; overuse of a 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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