

National Tobacco Lab., U.K. Staff Tackles Tobacco Problems In Detail

The feeling is that if tobacco may be a health hazard, then everything possible to know about this popular but criticized plant should be known.

Some of the members of the Kentucky Ag Station agronomy department members within the National Tobacco Research Laboratory are going after the knowledge of tobacco.

They not only are studying the plant itself, but how it is grown and cured, but how it acts when broken down into component parts.

These parts include even the smoke created when tobacco is set on fire—commonly called smoking.

The John C. Brown agronomy scientist is coordinator of service laboratories for the many-faceted research program. "We are really getting underway now, we have our research lines set up on what we want to do. One thing is to organize for perfect climate systems so we can find out vitally everything about the plants we might need."

The work can be likened to a highly advanced automobile research plant. There, cars are torn apart and each part and function subjected to the closest analysis. Such work is necessary, to use an example, because engine powers must be understood to perfect a good ignition system, and engines must be thoroughly understood to develop top brake and the like.

The U.K. research will do similar work with the tobacco plant and its parts. Generally, the research scheme is set up in two areas of endeavor: the plant itself. The medical scientist will study the effects of tobacco on laboratory animals.

Dr. Green's group is setting itself up to service the tobacco grower by delivering them of certain routine work, where possible, new laboratory techniques, instruments, and equipment.

One plant scientist groups study nitrogen consumption of tobacco plants. Dr. Green's group studies the effects of nitrogenous and lime-consuming animals on tobacco plants.

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PART OF THE WORK at the U. K. Agronomy department and the National Tobacco Research Laboratory is manufacture of experimental cigarettes for research work. Shown here, left to right around the machine, are Mrs. Gertrude Haynes, Dr. John Green, research services coordinator, John Hughes and Charles Haynes, laboratory assistants. (UK COOP EXT SERV, PHOTOS)

animal metabolism (life functions and operating systems), often tissue cultures, and work in biochemistry, pathology (diseases), and genetic and physiological.

Results so far in plant science research are slow. That's because this kind of research requires careful slow work. In fact, as Dr. Green points it, it takes almost as long to get ready to go to work as it does to do the work.

But the end result may be that the scientists will know just about all they need to know about the tobacco plant. Then, they can go ahead with other research to modify the plant to produce a more economically usable product.

Informal Wheat Hearing Views Are Reported

Wheat farmer representatives who took part in informal hearings early in May on the 1969 national wheat acreage allotment generally favored a 10 to 15 percent reduction from the 1968 acreage allotment, according to Department of Agriculture officials who conducted the meeting on behalf of Secretary of Agriculture Orville L. Freeman.

Additional acreage reduction through payments for diversion below the reduced allotment was also quite generally recommended, but USDA officials reported.

Informal hearings were held at 10 locations throughout the country—

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ALWAYS USE SEAT BELTS

Some insurance favor larger volume of motor production than do most producers in the current situation. USDA spokesmen said little opposition was expressed to the program objectives of maintaining balance between supply and demand. In addition, there was general agreement on the need for an effective wheat program in the years ahead.

HERE LIES A MOTORIST WHO WOULDN'T BUCKLE UP.

BUCKLE UP!

The multi-billion dollar life insurance business is a prominent example of the American's desire to protect his own family.

There is another kind of living insurance that is just as important, just as vital to the American family—the automobile seat belt.

The gruesome momentum of our fatal road accidents each holiday weekend may be averted over July 4, if more drivers and riders will use seat belts. The Federal Aeronautics Administration's "Your chances of suffering serious injury or death in injury-producing auto accidents are nearly 50 percent greater if you refuse to wear a seat belt."

In 1965 while only 9 percent of the cars were equipped, three-quarters of the drivers used them on long trips and most used them locally as well.

Four years later, in 1967, 65 percent of the cars had seat belts, but barely half the drivers used them on long trips and only 38 percent used them locally.

And the percentage who testified that they never wore belts climbed from 10 to 17 percent between 1966 and 1967, because "there are no laws requiring seat belts to be worn."

The record Memorial Day toll of 628 traffic deaths is a tragedy.

Take a second to buckle up—it may save a life!

Proposes Federal Control

Railway safety legislation proposed by the Department of Transportation would place the Secretary of Transportation in complete control of the very life of the railroad industry. It was pointed out by Washington, D.C.

The statement came from William M. Molony, general counsel for the Association of American Railroads, who appeared before the House Interstate and Foreign Commerce Committee in opposition to the proposed legislation.

Miss one section of the bill which would empower DOT to conduct safety audits for "surveillance services."

Mr. Molony declared: "The bill is a police word and a police-state word applied to regulate, restrain or 'reminin of the people.' Neither that word nor the attitude it implies belongs or even should be applied to regulate American industry considered by an American Congress."

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