

Obituaries

ARTHUR D. VICE
Funeral services for Arthur D. Vice, 60 of 51 Mentelle Park, Lexington, who died Friday, March 31, 1973 were conducted Monday, April 3 at Kerr Brothers Funeral Home by Rev. Joseph H. Tackett and Rev. Arthur Chandler, with burial in Carlisle Cemetery. Mr. Vice was a native of Nicholas County and a son of the late Albert and Dora Garrett Vice.

He was a member of the Mt. Sterling Church of the Nazarenes. Survivors include his wife, Mrs. Georgia Finzell Vice; four daughters, Mrs. Ben Cain, Louisville; Mrs. Thomas Pate and Mrs. Roy Hickman, both of Bourbon County, and Mrs. Thomas Martin, Denton, Maryland; one step-daughter, Mrs. Z. B. Hurst, Lexington;

four sons, Sanford Vice and Arthur Vice Jr., both of Lexington, Raymond Vice, Mt. Sterling, and Eugene Vice, Denton, Maryland; two brothers, Leslie K. Vice, Hillsboro, Ohio, and Ben S. Vice, Twin Falls, Idaho.

Burial services were held at 11:30 a.m. at the late Albert and Dora Garrett Vice. Mr. Vice was a native of Nicholas County and a son of the late Albert and Dora Garrett Vice.

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member of the Carlisle Christian Church where she served as Bible School teacher, superintendent and general secretary for 38 years. She was director of the daily vacation bible school for 21 years, member of the Marie Chapter 280 O.E.S. for over 50 years.

Survivors are two nieces, Mrs. Ethel Hollen, Dayton, Ohio, Mrs. Ruth Anderson, Carlisle; three great-nephews, Thursday, March 29, 1973 in Nicholas County Hospital.

Funeral services were conducted at 2 p.m. April 2 at Mothers-Shearer Chapel by Rev. Eugene White, Rev. Albert Allen and Rev. Sam Corns. Burial in Carlisle Cemetery.

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U. S. expects to help Panama operate canal

by William J. O'Neill
National Geographic News Service
WASHINGTON — Opponents of the new Panama Canal treaties are concerned that the waterway might not be as well maintained after Panama takes over in the year 2000.

But as the U. S. Senate prepares to vote on the pact, the treaties' supporters predict Panama will continue drawing upon the advice of U. S. engineers to help its own staff keep the canal open.

Employees of the Panama Canal Co., which operates the canal, confront everything from soil erosion and slitting to rapidly growing waterweeds and possible shifts in weather patterns in their job of keeping the canal functioning smoothly.

Digging Never Stops
Author Bart McDowell reports in the February National Geographic: "More earth has been removed since the completion of the canal than during its initial construction."

When the "Big Ditch" was dug between 1907 and 1913, some 96 million cubic yards of rock and earth were excavated as engineers blasted a nine-mile trough through the Continental Divide.

A hydrographic survey boat now electronically scans the bottom of Gaillard Cut every day since the area is subject to quakes and landslides.

Heavy Rainfall Vital
Mr. McDowell points out that without abundant rainwater, the canal could not work. Officials watch closely for any hint of a possible shift in the region's weather pattern. During two recent dry seasons strict water conservation measures were enforced for residents of the Canal Zone.

Frequent spraying reduces the swarms of mosquitoes that once spread malaria and yellow fever. But growth

of waterweeds such as hydrilla, water hyacinth, and water lettuce provide increasing shelter for mosquito larvae, complicating control.

Nine manatees were turned loose in the waterway several years ago to feast on the weeds. Now scientists are thinking of introducing white Amur carp into Gatun lake to eat the hydrilla.

Fees paid by ships provide the funds to keep the canal working. It was a nonpayment from the time it opened in 1914 until 1973, when a world-wide slump gave the waterway its first deficit, and over the next few years it lost \$30 million.

Since 1877, however, the Panama Canal again has been operating in the black, and Mr. McDowell says that "95 per cent of the world's ships over 100 gross tons can still use the Big Ditch."

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Grain losses caused by rail car shortage

FRANKFORT — Cling the results of a recent Department of Agriculture survey of 39 grain elevators in the state, state agriculture Commissioner Thomas O. Harris said today that Kentucky farmers have lost over \$6.8 million in grain sales since Jan. 1 because of a shortage of rail cars.

Many of the elevators are not now selling grain as they are uncertain as to when they can move a shipment to buyers, Mr. Harris noted. Some elevators have even stopped ordering rail cars, considering the effort futile, he added.

The agriculture department survey was made the week of Feb. 27 and again March 10 of records from Dec. 1 to determine the number of rail cars received, compared to the number ordered. No elevator had received all requested cars, Mr. Harris said, and most were receiving only about 50 per cent of their orders.

Mr. Harris said the department obtained the loss figure after discovering that Kentucky was short 1,963 cars and that, consequently, elevators were paying farmers five to ten cents less than if they were able to sell the stored grain.

Too, Mr. Harris expressed concern about elevators holding grain through early summer, as the increase in humidity could cause a mold to develop on the grain. The U. S. Department of Agriculture has increased its testing programs in anticipation of the toxin.

Mr. Harris cited additional factors from the rail car shortage that have contributed to agricultural losses, including:

- Lost sales by the elevators.
- Extra interest paid by the elevators on inventories.
- The fact that elevators are discounted on failures to meet contracts.
- The fact that elevators are forced to use expensive truck transportation in order to keep a flow of money and inventory.

The Agriculture Department study noted that all but one elevator surveyed was on the Louisville & Nashville or Illinois Central rail lines. Copies of the survey have been forwarded to all U. S. Congressmen, Mr. Harris said.

Hunting, fishing licenses increase

FRANKFORT — Cling as a primary reason the rising cost of everything from equipment to salaries to land acquisition and even the printing of the licenses themselves, the state Fish and Wildlife Commission moved yesterday to up the costs of most hunting and fishing licenses and permits for the Commonwealth of Kentucky, effective January 1, 1973, according to Fish and Wildlife Commissioner Arnold Mitchell. This will be the first across the board increase in license fees since 1971, Mr. Mitchell said.

The new license schedule will mean that in 1973 a resident Kentucky hunter or fisherman must pay \$6.50 for hunting or fishing license which now cost \$5, or \$12 for the combination hunting-fishing license which now sells for \$9. The trout stamp which now costs \$2.25 to residents and non-residents alike, will jump to \$3 but there will be no change in the deer bag permit which will remain at \$10.50.

Annual licenses for non-resident hunters will jump from \$17.50 to \$20 and the annual non-resident fishing license will increase from \$10 to \$14. Other non-resident license increases include the 15-day fishing license, from \$4 to \$5.50; 3-day fishing, from \$1.50 to \$4 and the non-resident 3-day hunting license (for small game only) from \$10 to \$12.50.

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| U.S. Choice Boneless Rump or Sirloin Tip Roast lb. 1.59 | Lean Boneless Stew Beef lb. 1.49 | Armour Veribest Boston Butt Pork Roast lb. 99¢ | Armour Philly Pups lb. 1.09 | Armour Sliced Bacon lb. 1.59 | 3 lb. Crisco Shortening \$1.69 | 8-pack 16 oz. Coke, Tab, Sprite \$1.19 | 25 sq. ft. Reynolds Wrap 2/79¢ |
| Paramont Polski Wyrb Kasher Dills 32 oz. 79¢ | 303 Size Stokley Honey Pod Peas 3/89¢ | King Size Joy Dish Liquid \$1.09 | Downy Fabric Softener 89¢ | 303 Size Stokley Honey Pod Peas 3/89¢ | King Size Joy Dish Liquid \$1.09 | Downy Fabric Softener 89¢ | |

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