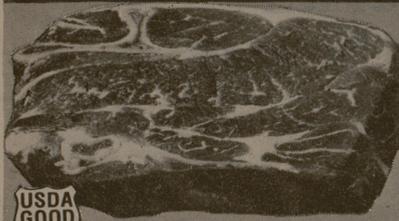


You can count on FedMart for savings on meat



Beef Chuck 7-Bone Roast
USDA Good
.77 lb.



Fresh Fryer Parts
Legs, thighs & drumsticks
.77 lb.



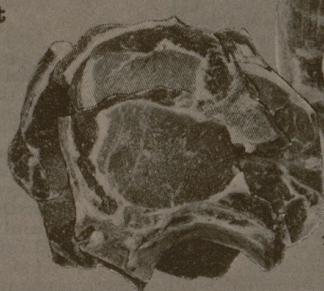
Beef Chuck Roast Blade Cut,
USDA Good
.67 lb.



Roegelein Fully Cooked Boneless Ham
1.97 lb.



Owens Roll Sausage
Hot or mild 1 lb.
1.39 lb.



Family Pack Assorted Pork Chops
1.27 lb.

Your favorite cuts of beef are also available at FedMart in the USDA Choice grade.

Fill your basket with grocery and produce savings



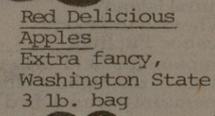
Oscar Mayer Sliced Bacon
1 lb.
1.69



Cherry Tomatoes
Red ripe, tasty, for salads
.37 12 oz. basket



Grapefruit
Texas, U.S. #1, ruby red
each **.10**



Red Delicious Apples
Extra fancy, Washington State
3 lb. bag **.99**



Totino's Classic Pizza
Combination, 22 1/2 oz.
1.69



Strawberries
California, new crop, red ripe,
12 oz. basket **.49**



Shoe String Potatoes
Ore Ida 20 oz.
.49



Compare price. Compare quality.
Franks
All meat or all beef
FM Brand 1 lb. **.89**
Rath 1 lb. **.93**



Compare price. Compare quality.
Shoe String Potatoes
FM Brand 20 oz. **.45**
Ore Ida 20 oz. **.49**

FedMart*

*the spot for smart shoppers



Compare price. Compare quality.
Sweet Peas
FM Brand 17 oz. **.25**
Del Monte 17 oz. **.27**



FM Brand Brown 'n Serve Rolls
Pkg. of 12 **.29**
Banquet Buffet Suppers Chicken & dumpling or beef stew 2 lbs. each **1.09**



Kraft Cheez Whiz
Jalapeño or plain 16 oz. **1.19** each
Nabisco Premium Crackers Salted or unsalted 16 oz. **.47**



Compare price. Compare quality.
Unsweetened Orange Juice
FM Brand 46 oz. **.63**
Texsun 46 oz. **.69**



Compare price. Compare quality.
Cat Food
FM Brand Asst. flavors 6-6 1/2 oz. **.21**
9-Lives Asst. flavors 6-6 1/2 oz. **.23**



25¢ Off Label Era Liquid Laundry Detergent
64 oz. **1.99**
5¢ Off Label Ivory Soap 3 1/2 oz. bars 4 pk. **.49**



Compare price. Compare quality.
Detergent
FM Brand Low Foam 20 lbs. **4.79**
60¢ Off Label All 20 lbs. **6.99**

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College Station: 701 University Drive East (at Tarrow St.)
San Antonio: S.W. Military Rd. & Zarzamora Northwest Loop #410 (at Vance Jackson Rd.)
Victoria: E. Mockingbird & Laurent Streets

Food stamps gladly accepted.
Prices subject to change Monday, April 17, 1978

Ambulance companies serve are

By BETH DZIKOWSKI
Residents of Bryan-College Station may one day have to wait longer than their sister city to receive adequate ambulance service. The municipality and South Texas County areas are served by three ambulance companies. The city's fire department is not fitted on a per capita basis. Salaries and expenses are financed by the city. Health Care Ambulance Service, a private local owned and financed by Bill Thurnal, serves the Bryan area as well as the County areas on a 24-hour basis. The employees to be trained or Emergency Medical Technicians wait. Each EMT is required to complete the hours first-aid classroom, 40-hour and 5 ambulance hours view in a certificate is awarded. The fire department's personnel are trained as firefighters and as an EMT, said firefighter Shaefer. Applicants for the Red Cross cardholder, Emergency Care Attendant, or EMTs are required to meet only EMTs because ECAs have 30-40 hours of first-aid class experience.

Each company answers emergency calls. However, Tex will take contracts for emergency calls such as auto accidents and transfers (bring patients to and from the hospital). The largest percentage of calls received are sick calls, coronary-respiratory calls and accident calls following a fire. Ninety percent of the fire department's calls are emergency calls with 51 percent being auto accidents. Mid-Tex and the fire department charge their local users \$30 per ambulance service. The fire department is a public service charge is made to offset the cost of such as bandages, splints, etc. Without this charge it would cost the city more, he added. The rate does increase with distance from city to county line.

When oxygen or extra equipment is used, the client is charged. Each company carries basic materials including coronary respiratory equipment. However, Mid-Tex has four ambulances, their service while the fire department uses only two, with one ambulance on order. Since the start of the program in March of 1977, both Shaefer and Thurnal said they have been successful. The only problem seems to arise in collection of fees. Thurnal said the department's operations are taken care of by the city and there is a 60 percent return. Thurnal said collection has been his major problem. He said the College Station ambulance company has to absorb it from his own pocket. It seems the clients simply don't pay, Thurnal said.

Severe cold ruins roads, study needed

United Press International
NEW YORK — A second winter in succession has done much damage to the country's streets, highways and bridges, engineers are worrying about the art of roadbuilding. Heavy reinforced roads break down under cold temperatures and both concrete and asphalt surfaces crack so badly that huge and dangerous potholes develop by the millions.

By most estimates, three-fourths of the country's roads are only to withstand the traffic of 40 years ago. Truck traffic has increased enormously in time. But even roads built as recently as 15 years ago are starting to crumble.

This raises the question whether present highway engineering technology is adequate to build new roads that will last. In a study of damage to road surfaces by wear and tear, as well as weather, Engineer Carl Angeloff of the Pennsylvania Department of Transportation, much research is going on, as in the bridge surfacing section of the highway building industry find ways to make reinforced concrete that will withstand penetration of de-icing salt in weather.

Angeloff mentions polymer-pregnated concrete, water-proof membranes for road surfaces, epoxy coating of the reinforcement steel. All of these methods would be much more costly for highway surfaces than for bridges, which represent only a tiny fraction of total mileage. The bridge problem is especially expensive, solved by resorting to concrete filled steel grid roads. Angeloff says that for reasons fully understood, the concrete filled steel grid bridge had been impervious to salt damage.