





# Lifestyles



## 'Blast from the past' party held by Kingdom Seekers

Members of the Kingdom Seekers Sunday School class enjoyed a craft show and a "blast from the past" party when they met recently in the fellowship hall of Avenue Baptist Church.

Members were attired as school girls and ate their lunch from brown paper bags and little buckets. Each displayed school pictures and memories were shared throughout the evening. Maxine Coleman and Fannie Townsend co-hosted the affair.

Coleman presided over the business meeting in the absence of the president, and Townsend gave a reading entitled "A Prayer For the Aging." Dorothy Sargent voiced the prayer.

Plans were discussed for the next meeting May 10 when officers will be elected for the coming year. Nancy Duncan will host the session.

A friendship circle was formed and "Blest Be the Tie" was sung by those present.

Others attending were Luella

English poet Dame Edith Sitwell was born in Scarborough, England, in 1887.

Thomas, Erma Bain, Ruby Stevens, Perry Keyes, Pauline Landers, Nita Houle, Velma Carroll, Ruby Skelton and Wilma Bryan.



The first free clinic in the U.S. was established by Dr. Benjamin Rush in Philadelphia in 1786.

## BREAKFAST with The Mayor

**Dutch Treat**  
Wed., April 20th  
7:00 A.M.

**Panchita's Restaurant**

Converse with the Mayor, be it concern, problems, questions or appreciations.

**EVERYONE WELCOME**

## Benefit plant sale scheduled

L'Allegra Study Club members are preparing for their annual benefit geranium sale planned from 4-6 p.m. Friday and beginning at 9 a.m. Saturday at The Atrium. Those wishing to order plants in advance can contact a study club member. All proceeds will go to the Hereford Beautification Alliance. Displaying some of the plants are the children of club members: Andee and Lauren Jossierand, Rhiana Noland, and Amanda and Morgan Moss.

## Ann Landers

**DEAR ANN LANDERS:** My husband and I have a wonderful and fulfilling relationship. We have a lot in common, we don't drink or do drugs, and all is well except for our lovemaking.

Since Day One, my husband has had a sexual appetite that is insatiable. It's every morning, every night and all weekend long. Sex is on his mind constantly, and I am exhausted.

If I say I'm not in the mood, or I just don't feel up to it, he becomes angry, accuses me of rejecting him and insists that I tell him what is wrong. When I say, "Nothing Wrong," he doesn't believe me.

I have suggested that we see a counselor, but he says, "What for? We don't have a problem." He claims his sexual appetite is normal and he loves me so much, he wants me all the time. Perhaps I should be thankful that my husband finds me so desirable, but I simply don't have as big an appetite for sex as he does, and he is wearing me out.

Sometimes he forces himself on me and keeps assuring me that I will enjoy it "after a while." This makes me angry, and I feel violated. If I'm not into it from the beginning, it never gets any better.

We have two young, energetic children. I hold a full-time job and have a house to keep up, meals to prepare and laundry to do. None of this makes a bit of difference to him. He wants me to stop whatever I am doing and accommodate him. I am at my wit's end and need your help.--Debbie in California

**DEAR DEBBIE:** There is something at work here besides your husband's "love" for you. A man who really loves a woman does not force himself on her and tell her she will "enjoy it after a while."

Your husband needs to find out where all this sexual aggressiveness is coming from and how to get it under control. Insist that he see a counselor with you. If he refuses, go yourself. Many wives accommodate their husbands occasionally even though they don't feel like it, but what you have been experiencing sounds very close to marital rape, and you should not have to put up with it.

**DEAR ANN LANDERS:** Several years ago, I received a telephone call from a man who claimed he was my half-brother.

He explained that my father (who was married at the time) had had an affair with his mother. She was very young, naive and unable to keep the child. She gave him up for adoption a few days after he was born, and his adoptive parents never told him that he was not their biological son.

He found out about his adoption when looking through some family papers after his adoptive father died. His natural mother is dead, and so are my parents. I have absolutely no desire to meet this person. I have a happy life with my wife and children and am beginning to resent his ever-increasing phone calls and letters. Please tell me what you think.--Nervous in Newark

**DEAR NEWARK:** I think you have the right to be left alone. The next time this intruder phones, tell him so in no uncertain terms. Return his letters, unopened, marked "Addressee Unknown." And get an unlisted telephone number.

**Gem of the Day:** Everyone should travel, if only to get a fresh appreciation for the comforts of home.

Is that Ann Landers column you clipped years ago yellow with age? For a copy of her most frequently requested poems and essays, send a self-addressed, long, business-size envelope and a check or money order for \$4.85 (this includes postage and handling) to: Gems, c/o Ann Landers, P.O. Box 11562, Chicago, Ill. 60611-0562.

On Sept. 7, 1825, the French Hero of the American Revolution, the Marquis de Lafayette, bade farewell to President John Quincy Adams at the White House at the conclusion of his famous tour of the United States.

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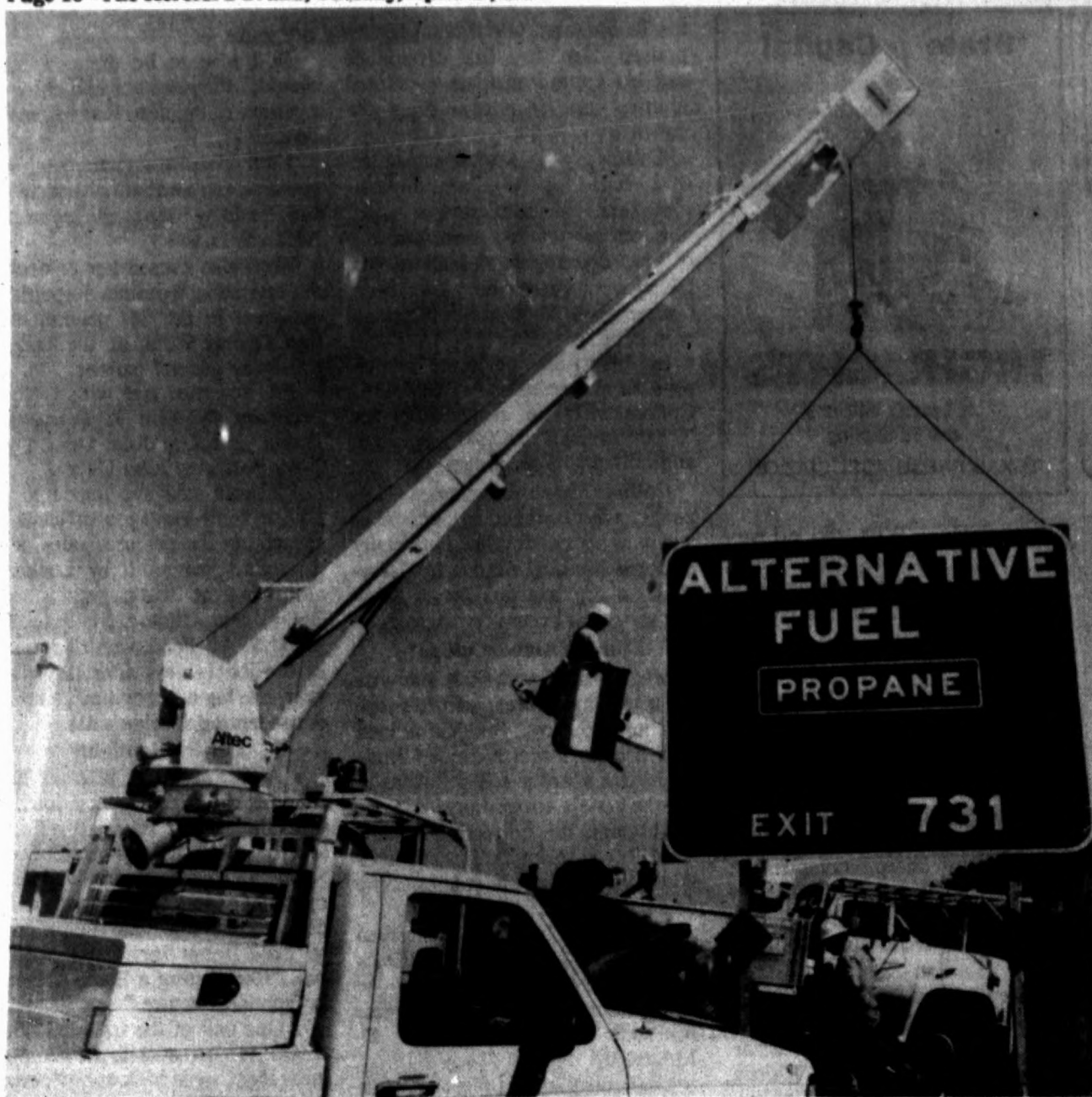












### New highway sign

A Texas Department of Transportation crew installs this alternative fuel sign on Interstate 10 at Brookshire, west of Houston. The department and the Texas Railroad Commission have begun erecting signs informing motorists on interstate highways where to find alternative fuels such as propane and natural gas in Texas. One such sign will be put up on Interstate 40 East in Amarillo and another in Shamrock. Others will go along Interstate 20 and 10. The alternative fuel signs are the first of their kind in the nation.

## Increase in interest rates will make Americans pay

By JAMES H. RUBIN  
Associated Press Writer

WASHINGTON (AP) - Americans planning to buy a new home or car, borrow to fix up their current home or reach for the credit card to charge a new spring wardrobe can expect to be shelling out more in interest charges.

Thanks to the Federal Reserve, economists say, the cost of borrowing money is on the way up and - if history is a guide - it may be many months and perhaps years before consumers can again enjoy the kind of rock-bottom rates that were available until just recently.

"The bottom line: It's bad news for all kinds of borrowers," said Robert Heady, publisher of the Bank Rate Monitor in Palm Beach, Fla.

The Federal Reserve boosted short-term rates Monday for the third time this year - from 3.5 percent to 3.75 percent - reversing a five-year trend of lower rates aimed at stimulating the economy.

The shock waves were immediate. Long-term interest rates surged to the highest levels of the Clinton presidency. Big banks raised the prime lending rate by a half percent-

age point to 6.75 percent, the second increase in less than a month and the highest level in nearly 2-1/2 years.

Stocks tumbled again as well, which could mean less money to spend for many investors.

The Fed is tightening credit out of fear inflation may be around the corner, even if it's not in sight.

The biggest impact will be for home buyers. Mortgage rates already have soared and are likely to climb higher. Someone taking out a \$100,000 mortgage will pay an extra \$988 a year for each additional percentage point.

The rate for a conventional 30-year mortgage hit a 25-year low in October of 6.74 percent and as of last week was about 1-1/2 percentage points higher.

"I had housing starts growing in the double digits this year," said David Lereah, chief economist for the Mortgage Bankers Association. "And now I have brought it back to 8 percent."

The rate increases are bringing mortgage refinancing on existing homes to a screeching halt. No longer can home owners shave hundreds of dollars off monthly expenses by

taking out a lower-cost mortgage.

The picture is not altogether gloomy.

Car loan rates have edged up only fractionally since the Fed began its series of rate increases in February - rising a mere tenth of a percentage point to a typical 8 percent as of last week.

Part of the reason is that bank vaults are swollen with depositors' funds, and banks are in a hot competition to lend.

Many banks continue to offer low "teaser" rates on home equity loans and adjustable rate mortgages. For several months, the rates are enticingly low but they will rise dramatically after that.

As a result, loan demand has been picking up despite the Federal Reserve moves, said economist Paul Getman of Regional Financial Associates in West Chester, Pa.

For savers, there will be small gains, but nothing like the higher cost to borrowers.

The rates banks offer on certificates of deposits have inched up since February, but for most people hardly enough to offset the added dollars for consumer loans.

## Companies wait for growth of alternative fuel vehicles

By CHIP BROWN  
Associated Press Writer  
AUSTIN (AP) - For companies that make alternative fuel-powered vehicles, the waiting is indeed the hardest part.

Sales are inching up. But officials gathered at the 5th annual Alternative Fuels Market Fair and Symposium Monday wondered how long the industry can maintain momentum and grow without a consumer-based clientele.

Cars fueled by compressed natural gas, propane and methanol are cleaner-burning and could be a savings to consumers because the fuels are produced abundantly in America - no need for foreign oil.

But drivers are comfortable with the cars they've got. Without the roadside filling stations and infrastructure needed to bring alternative fuel-powered vehicles (AFVs) to consumers on a large scale, companies have relied on AFV sales to government and utility fleets.

Low prices at the pump - driven down by depressed oil prices - and recent questions about the safety of compressed natural gas tanks have slowed any consumer clamor for AFVs, according to Dick Geiss, executive engineer for engine systems at Chrysler Corp.

"I think it's highly unlikely the general public will give consideration to alternative fuel vehicles until the cost of gas goes way up," said Geiss, adding that the cost to convert a car is also prohibitive.

While some alternative fuels retail for as low as 60 cents a gallon, the cost of converting a car to consume the fuels is around \$1,500.

Geiss said morale in the industry

"has been dealt a bit of blow" by two explosions earlier this year involving compressed natural gas tanks in GMC pickups. Two people were injured in the accidents in California and Minnesota.

General Motors Corp. asked the owners of 2,500 natural gas powered pickups to stop driving the vehicles until the cause of the blasts could be determined.

"Everyone was a bit shaken due to the safety aspect," Geiss said. "Previously, safety had not been a concern because the tanks had been considered indestructible. The age of innocence is over. But we can recover from that as an industry."

The driving force behind alternative fuel vehicles continues to be government and utility fleets. School buses, taxi services and delivery companies also are steadily making the conversion.

Bill Burton, policy staff director for the White House chief of staff, said Monday during a speech at the symposium that the Clinton administration will help increase the number of AFVs in the federal fleet from 10,000 to 20,000 this year.

"To get the infrastructure set up nationwide is going to be more difficult," Burton said. "You have to gain the acceptance first, and you

do that by demonstrating the performance in fleet applications."

Officials are also looking to states such as California, where government mandates have been issued to increase the use of alternative fuel and electric vehicles. But some big oil and car companies have proven resistant to such changes.

"If California has some success, then we may see similar mandates nationwide," said Ron Brown, director of engineering for Crusader Engines, which produces motors for AFVs.

In a related development, the Texas Department of Transportation announced Monday that it was ahead of schedule in converting its fleet to AFVs.

Department officials said its fleet of 9,000 vehicles soon will have 2,700 running on alternative fuels.

The Legislature prescribed a schedule to guide state agencies' fleet conversion. The legislation specified that 30 percent of state fleets be converted by Sept. 1, 1994, and 50 percent by the same date in 1996.

Fleet vehicles are the leading polluters in the United States, according to the Transportation Department.

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