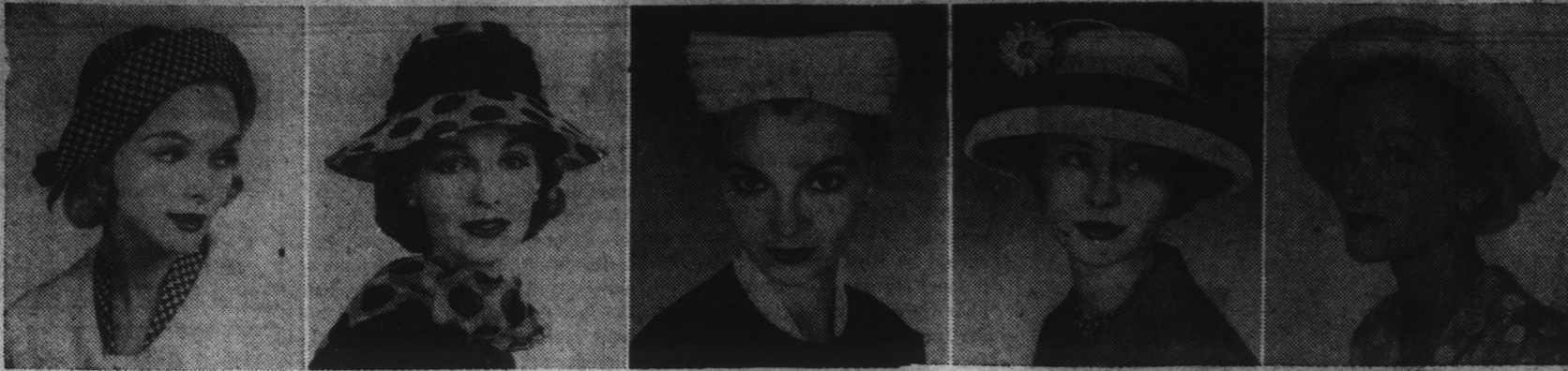


SPRING HATS HAVE A PRETTY LOOK



The look of the early Thirties is personified by Betmar in an off-face, head-hugging cloche of houndstooth check silk. Good news, too, is the fact that it is packable.

The Garbo swagger hat is interpreted by Amrose of sup-ple, feather-weight felt covered with stitched chiffon in bold polka dots. Felt is a favorite material for spring hats.

Beatrice Martin designs a frothy white bow cap of white organdy. Milliners say white hats for Spring should be feminine and frothy, and organdy is a favorite fabric.

This Spring bonnet of pearl grey and white straw features a mobile straw daisy with rhinestone center. This stunning hat is designed by Walter K. Marks.

Silky straw rolls gently back off the face in a Damozel Original that recalls the hats of the early Thirties. It has a rounded and head-hugging crown.

WEEKLY LEGISLATIVE SUMMARY

NOTE: This is the fourth of a series of weekly summaries prepared by the legislative staff of the Institute of Government on the work of the North Carolina General Assembly of 1957. It is confined to discussions of matters of general interest and major importance.

Still moving along slightly faster than its 1955 predecessor, the General Assembly spent most of its fourth full week on clearing local caensdars—climaxed by a shooting match in the House Friday which saw 33 local bills go winging through. So far this session only two bills have been brought down, both with unfavorable committee reports. Meanwhile, the spotlight of public interest swung from budget hearings to proposals to reorganize the State Highway and Public Works Commission and to return unmarked State Highway Patrol cars to the state's highways.

State Government Reorganization
Proposals to reorganize the State Highway and Public Works Commission (described in our second weekly summary) created the major legislative storm of the week, but only muffled thunder was heard publicly. The bill passed the Senate with little overt opposition, after an amendment deleting the prohibition against political activity by Commission employees and several changes designed to insure

that the switch from district-oriented to state-oriented commissioners would not deny citizens an opportunity to be heard on local road problems. These changes include requirements that (1) commissioners be appointed from different areas of the state, (2) individual commissioners be assigned to handle relations with the public in particular areas, (3) at least one annual meeting of the Commission (at which the public will be heard) be held in each of three general geographic areas of the state, and (4) final responsibility for decisions as to secondary roads be in the Commission rather than in the Director of Highways (a career official). In the House, the Committee on State Government recommended identical amendments, except that it would limit politicking by the Director and supervisors (though not by other employees) and would require that standards for secondary roads be a matter of public record. The House did not vote on the bill or amendments, but referred them to a second committee, where they are expected to lie until the Senate version is placed before the House.

Two more bills of the Commission on Reorganization of State Government (these designed to revamp the state's building laws and agencies enforcing them) were introduced on Monday night. Its earlier recommendations have not yet come to a vote.

Motor Vehicles and Highway Safety

The most extensive floor debate of the week took place in the Senate, where most of two legislative days was devoted to consideration of Senator Moore's bill to restore Highway Patrol authority to use unmarked cars. After beating down three efforts to limit the authority in various ways, proponents finally accepting an amendment forbidding use of such cars by commissioned officers of the Patrol and passed the bill. Their most telling argument appeared to be the possibility of using unmarked cars as a weapon against the spread of drag-racing on the highways.

Two more installments of the Department of Motor Vehicles' legislative program were submitted. One would make the commission of two speeding offenses within a year, rather than two convictions within a year, the basis of a driver's license suspension, and would let the Department pick up a license when a judge suspends sentence on condition that the defendant not drive for a given period. The second would make a plea of nolo contendere the equivalent of a conviction for the purpose of suspension of a license, thus plugging a hole opened up by a recent Supreme Court decision.

Special treatment for speeding physicians bumped to a halt, when HB 125 received an unfavorable committee report. After lengthy committee debate on the merits of abolishing the mandatory one-year license revocation for drivers convicted of drunken driving (and sub-

Budget Matters

While agency heads were submitting requests for increased appropriations during the next biennium, the central budgetary issue continued to be the questions of how large a pay raise will be granted to teachers and state employees and where the money is coming from. Teachers were heartened this week when Governor Hodges bowed to demands that they receive greater pay hikes than the 9.1% recommended in the budget. The Governor said that he recognized that the recommended raises were inadequate and that he would lead in helping to find the necessary money to do the job. Most legislators appeared relieved by the change in the Governor's position. Meanwhile, members of the State Board of Education received an "urgent request" from their chairman to appear before the Joint Appropriations Committee on March 19. At that time the State Board is expected to go to bat for its request for a 19.31% raise for the teachers.

Schools

Despite widespread editorial opposition in past years to the election of county school boards by the General Assembly rather than by the folks back home, the practice currently required by law continues

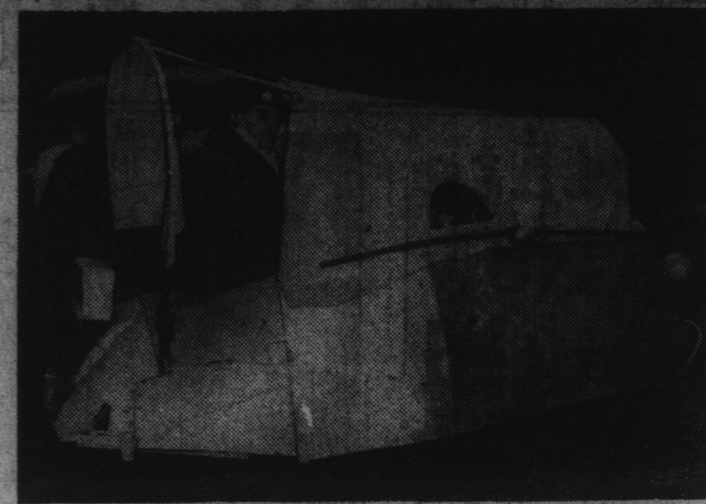
Miscellaneous

The oft-discussed proposal to lower the voting age to 18 years came in again this week. It would submit a constitutional amendment to the voters at the 1958 general election.

Widows whose annual income does not exceed \$4,000 would get a \$2,000 state income tax exemption under TB 145, introduced by Representative Yarborough of Cumberland. A similar measure which he introduced in 1955 died in committee.

Municipal Streets

In 1955 mountain legislators submitted a bill authorizing the State Highway and Public Works Commission to pay the entire cost of rights-of-way for highways through municipalities, where the only feasible route is through town. This week a "down-Easter," Representative Etheridge of Dare County, put in a bill which would extend the same benefit to any town under 5,000 population when the Commission finds that the town cannot assume its normal burden of one-third of the right-of-way cost. Another modification of existing law would authorize expenditure of Powell Bill funds for shel-



AIR CONDITIONING STANDARD— Eighty-four-year-old Tom William Thurban sits in his "Thurbanette," an odd-looking car he built mostly out of scrap motorcycle parts. Thurban of Ewell, England, claims the car can reach a top speed of 80 miles an hour, despite its looks. And, more attractive still, it gets 45 miles to the gallon.

terring road-building equipment.

Members of the armed forces and of the merchant marine, who received exemption from city and county poll taxes during the war and for a year thereafter, would receive continuing exemption under HB 138.

SB 87, introduced by Senator Copeland, would permit banks to operate on a shortened week, but at the expense of "Bankers' hours." At the request of all banks in a city or town, the Commissioner of Banks could authorize them to operate on a 5-day week, but they

would have to remain open at least seven hours on the day preceding the closed day, and special facilities such as safe deposit vaults would have to be open for an hour on the morning of closed days.

Catfish in the lower Cape Fear River are in for a shock if a bill introduced by Representative Britt is enacted. The bill (characterized by the Charlotte Observer as "assault with batteries") would permit the use of electrical devices to take the fish. "Telephoning" for fish is a well-known technique; how to get only catfish to answer may pose a problem.

REALTY HOLDINGS OF LIFE COMPANIES AT \$2.8 BILLION

With the purchase of \$353,000,000 of additional real estate during 1956, realty holdings in all U. S. life insurance companies at the start of this year, rose to \$2,809,000,000, the Institute of Life Insurance reports.

Largest block of the real estate purchases of the life companies was in commercial and industrial prop-

erties to be held for rental purposes. The year's acquisitions of such real estate were \$236,000,000 and the holdings of such properties at the start of 1957 were \$1,677,000,000.

Let's fear no storm, before we feel a show'r. —Drayton



THINK BELL HAVE TO SURFACE SIN SEVERAL OF THE CREW'S ENLISTMENTS HAVE EXPIRED!
DURING THE FIRST YEAR OF SERVICE, THE ATOMIC SUBMARINE NAUTLUS TRAVELED 26,231 MILES WITHOUT REFUELING. OF THIS DISTANCE, 13,140 MILES WAS TRAVELED WHILE SUBMERGED.

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... at SLADE'S TEENAGE CLUB every Monday and Wednesday nights. Winner will receive prize and name to appear in this ad every week.

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Must Be Free Of PINS And BUTTONS

WILL PAY

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has made a remarkable
NEW RINSING DISCOVERY
to get clothes cleaner than ever before

it's a new exclusive

FLOTATION PRE-RINSE

Immediately after clothes are washed and before the dirty wash water is spun out, fresh water is directed into tub forcing dirt particles, lint and suds to float over the top—all white clothes are still loosely immersed in the water. The result is that the new Speed Queen

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- Hot or warm wash water
- Warm or cold rinse water
- 15, 7, 4 or 2 min. spin time
- "H" or "L" agitator and spin speed
- "NORMAL" or "SHORT" cycle
- 15, 11, 9, 7 or 5 gals. of wash water in tub

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TRANSMISSION GUARANTEED FOR 5 YEARS

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