



'TIS RARE INDEED when college students can frolic in their own patio swimming pool as well as wall-to-wall carpeting and air conditioned rooms. These young women from Durham Business College, cool off after a hard day in the classroom. Shown as they emerge from the pool are Misses Lucy Richardson, Warrenton; Dorothy Evans, Raleigh; and Mary Rich, Clinton. Freshman dormitory facilities, presently under construction one block away are scheduled to be ready for occupancy by September 1.

Carl Evans Named Chm. Morganton Redevelopment

HIGH POINT — Carl Evans has been elected chairman of the Redevelopment Commission of Morganton. He was elected by acclamation at a recent commission meeting.

Evans lives at 112 Perry St. Morganton, is manager of the Morganton Hardware Company's Warehouse. He is married and has four children. He is a member of Slades Chapel A.M.E. Zion Church.

As Chairman of the Redevelopment Commission of Morganton, Evans will preside over the making of all policy matters in connection with the redevelopment of the North Green Street Urban Renewal Area. The new chairman has been a Commissioner of the Redevelopment Commission since September 10, 1965.

Samuel McDowell Tate, former Chairman, now becomes Vice-Chairman of the Commission in accordance with the By-Laws. The terms of both men will run until February, 1968.

Other commission members are John Hotchkiss and L. Herman Kirksey, Jr. The City Council is considering the appointment of a Commissioner to replace C. Lewis Paschall, who recently resigned to run for the City Council.

personnel and facilities for recruitment, assessment, record-keeping, remedial education and motivational and skill development of enrollees.

The six-month training cycles will include two phases — one for basic preparation and the other for intensive work-experience.

The first phase involves six weeks of motivational development, remedial education and workshop skill development. Each enrollee will receive \$1.40 an hour during this phase.

The second phase consists of 18 weeks of supervised work experience in carpentry, painting and paperhanging, brickmasonry, cement-masonry and other crafts. Enrollees are paid \$1.75 an hour.

Durham Bus. College Dorm Nears Finish

What appeared to be an insurmountable task just 60 days ago seems in all likelihood to be just another "difficult task" done immediately. The three story facility, which will house some 300 female students, is well on the way toward being completed in record time. The success experienced in building the dormitory in record time is in the use of an entirely new building process. The facility is constructed almost entirely of Brick and Concrete using the recently introduced "Spartan-Wall"; a process which gives both inside and outside walls of finished brick. Each room is individually heated and cooled. When completed, the dormitory, already named the McCauley Residence Hall, will provide a complete dining hall, lounge area, and office space. For beauty and the feminine touch, walls will be in soft green, pink and blue draperies and other decor will blend with wall colors. The completion date is scheduled for September 1, just in time for the college's fall session.

--Shaw

Continued from 6B

old Shaw president, will begin his fourth full year as president when the faculty reports on Monday, September 11. Under his direction, the university has just completed its second experimental year as a four-year liberal arts college.

Many of the nation's most esteemed educators, strongly concerned with closing the void between the educational quality of Negro and white institutions of higher learning, claim that Shaw, with its new program, "The Shaw Plan of Education," featuring year-round classes, may have established a pioneer plan for other institutions in the United States.

The Shaw Concept was initiated to meet the needs of the underprivileged and culturally deprived, as well as the enrollee whose abilities and qualifications enable him to progress at a more rapid pace.

Two Labor Groups Map For Hindred Youth

A Happy Story 9-Year-Old Diaper

Mrs. Gary Mazer of 9121 Raymond, Detroit 13, Michigan has an 18-month-old son and a 9-year-old daughter, and therein lies a saga that young Mrs. Mazer recently put in writing to the Riegel Textile Corporation, manufacturer of the diaper.

A "saga" for it seems that Mrs. Mazer's mother received this diaper as a gift, and it first served two youngsters she cares for by the day — Bonnie, who is now 9, and her brother Jeff, now 6. Then, it was passed on to Mrs. Mazer who's been using it since the birth of her 18-month-old son Robert.

"If any diaper can last that long," Mrs. Mazer wrote to Riegel, sending along the diaper with her letter, "to me it really had something to start with. And indicating she feels there's life still left in this super durable diaper, Mrs. Mazer added this postscript: "If you can, please send it back."

Of course, Riegel complied including a gift of a dozen more. Hopefully, a dozen more Mazer sagas may be in the making. Meanwhile, the Consumer Products Division of Riegel has requested that Mrs. Mazer keep it appraised of the future of her 9-year-old pie and pie.

WASHINGTON — Two Washington, D. C. labor groups are being granted \$7,500 in Federal funds to map detailed plans for a one-year program to prepare about 160 disadvantaged youth for construction trades jobs. Secretary of Labor Willard Wirtz has announced.

The Greater Washington Central Labor Council and the Washington Building and Construction Trades Council will outline plans for the program that will provide the youth with supervised work-experience in housing renovation.

The program, which will involve between \$300,000 and \$400,000 in Federal funds under the Manpower Development and Training Act is to be patterned after a similar experimental and demonstration project in Cincinnati.

The Ohio project—which began in 1965—has proved successful in preparing disadvantaged youth for jobs in building and construction trades.

Program enrollees—all young men 17 to 21 years old—will receive a wide range of instruction and work experience during six-month cycles. They

will move from the program into apprenticeships or other jobs for which the experience and instruction may qualify them.

Wherever possible, enrollees will be recruited from the neighborhoods where the renovation of low-income houses will take place.

Cooperating with the union councils in the effort will be the Redevelopment Land Agency the Housing Division of the D. C. Department of Licenses and Inspections and the Washington Institute for Employment Training, Inc., an Opportunities Industrialization Center.

Houses slated for renovation include a number owned and occupied by low-income families eligible for grants up to \$1,500 under the Housing Act and other houses owned or leased by nonprofit corporations for resale or lease to low-income families. Private contractors will perform the renovations designed to meet code standards.

Under the program, the Washington Institute for Employment Training will provide

Japan's Automotive Giant Marks 30th Year

Thirty years ago this month (Aug. 1937) one of the world's largest automobile companies was founded by a simple man who, like Henry Ford, dreamed of providing mass transportation for his country. Sakichi Toyoda, inventor of the automatic loom, was able to see his dream started financed by the royalties he received from England for his invention.

However, Sakichi Toyoda only lived long enough to supervise the building of the first Toyota automobile. Upon

nickname of "The General Motors of the Orient."

Toyota leads Japan's mushrooming automotive industry in commercial vehicle production, production of passenger cars, in exporting its automotive line and has retained the lion's share of domestic sales.

It is Japan's third largest domestic corporation as well as being Japan's No. 1 automobile manufacturer.

Due to Toyota's accelerated production schedules and, to a lesser extent, the rapid growth

As factory production catches up to dealer and consumer demand in the United States, company executives predict that it will rank among the top three import lines nationally in this country by the 1969 model year.

Production is expected to top one million units this year and Toyota's U.S. sales in 1968 are expected to reach the 100,000 level.

There are numerous factors behind Toyota's dramatic success in the highly competitive U.S. import market.

search and development, big car performance and comfort has been combined with small car economy and maneuverability in the Toyota Corona.

In the area of research and development, this Japanese company is considered without a peer.

For example, the company is the only automobile manufacturer in the world — to date — to qualify its exhaust emission control system for 1968 models with the California Motor Vehicle Pollution Control

General Motors produces a more complete line of passenger cars, commercial and industrial vehicles than Toyota.

In the intervening 30 years since its founding in August 1937 by Sakichi Toyoda, the company has become not only Japan's dominant automotive manufacturer but is also rapidly becoming a major name in world automotive circles.

Kichiro Toyoda, Sakichi's son and first president of the company, died in 1952. However, other members of the



One of First Toyota Manufacturing Plants

his death, his eldest son, Kichiro, a graduate engineer of the Tokyo Imperial University, became the first president of Toyota Motor Company and continued his father's dream.

From this humble beginning just three short decades ago, Japan's Toyota Motor Company has grown to become the world's third largest producer of commercial vehicles and — according to Fortune Magazine — the world's 42nd largest foreign corporation.

Due to the particular trans-

of other Japanese automotive manufacturers, Japan passed both West Germany and Great Britain this year to rank as the world's second largest automobile producing country behind the United States.

In passenger car production, Toyota ranks ninth in the world and expects to rank no lower than fifth before the end of this year.

Its dramatic penetration of the U.S. import market is indicative of the company's remarkable growth.

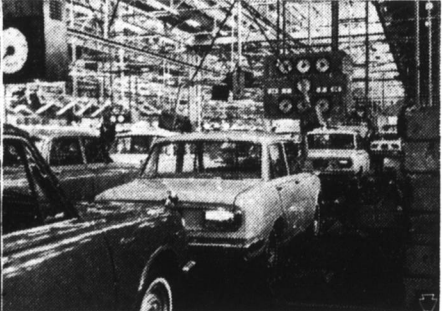


Rolling Off Assembly Line

Chiefly among these are cars engineered and designed specifically for American tastes, a national dealer and service network, immediate availability of parts and service, and a consumer demand that is unequalled in the import car history in this country, excepting Volkswagens.

In product design and engineering, it has gained the reputation of being second to none in today's import car market.

Acclaimed by every single leading U.S. automotive au-



Final Inspection

thority as being "the tops in their field . . . miles ahead of its competition," the 90-horse-powered Corona 4-door sedan, with an optional American-style automatic transmission, has spearheaded Toyota's penetration of this country's small car market.

Delivering at \$2,000, this high-performance sedan offers, as standard equipment, many luxury extras normally only associated with cars costing at least \$1,000 more in today's market.

After years of extensive re-

Board. Theoretically, if other manufacturers cannot qualify their smog control systems before September 1, Toyota will be the only 1968 model that can be sold in California.

Supporting a world-wide distribution and sales network in 78 countries, the company maintains a complex of manufacturing and assembly plants in Japan which are recognized as among the most modern and automated in the world automotive industry today.

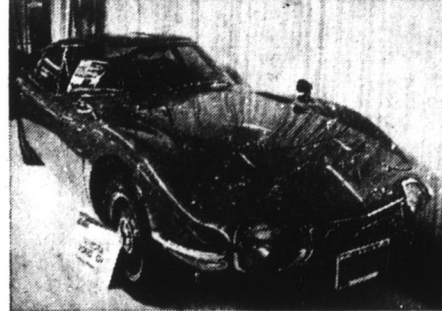
To feed its giant assembly lines, Toyota has a number

family are still active.

Elji Toyoda, a nephew of the founder and a Tokyo University engineer graduate serves as Senior Vice President in Charge of Operations.

Soichiro Toyoda, an engineering PhD, is the eldest son of Kichiro Toyoda and is a Director in charge of technical activities.

Tatsuro Toyoda, holder of a B.S. degree in engineering from Tokyo University and a Master's Degree in Business Administration from New

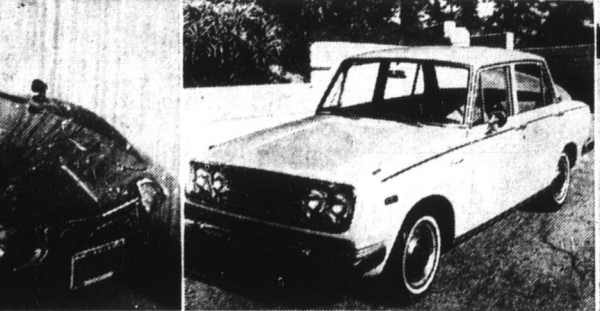


The New 2000 GT

portation needs of Japan, Toyota concentrated its early production to supplying commercial vehicles ranking only behind General Motors and the Ford Motor Company.

The resulting domestic demand for consumer products during Japan's dramatic resurgence as a major world economic power during the late 1950's, triggered Toyota's mass production of passenger cars.

Today, the Toyota Motor Company still dominates all phases of Japan's automotive production and has earned the



"Hottest U.S. Import"

Such authoritative U.S. publications as Motor Trend, Popular Science, Car & Driver, Car Life, Road & Track, Popular Imported Cars, Sports Car Graphic and Road Test magazines have reported that Toyota is "the hottest new car to hit the U.S. import market since the Volkswagen impact of the late 1950's!"

In the space of 20 short months, Toyota has skyrocketed from 21st ranking in the U.S. import market to fifth place and is the second largest selling import car in the Western United States today.

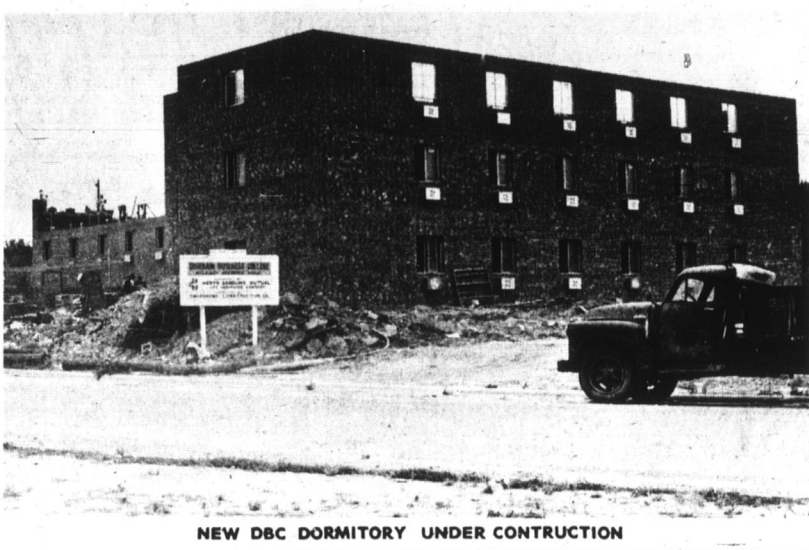


Full Toyota Line

of subsidiary companies working at capacity to meet its rapidly expanding production quotas.

Chiefly among these subsidiaries are Nihon Denso — producing Toyota's electrical components; Aichi Kogyo, manufacturing machine tools; Toyota Body Company, producing truck bodies; and Kan-to Auto Works, manufacturers of the Toyota van, station wagon and passenger car bodies.

Leading world automotive authorities report that only



NEW DBC DORMITORY UNDER CONSTRUCTION

CLOSEOUT

ON ALL

1967 BUICKS!

50 IN STOCK
SOME WITH AIR CONDITION

★ ELECTRA 225
★ LESABRES

★ WILDCATS
★ SPECIALS

★ OPELS

WE HAVE DURHAM'S FINEST
RECONDITIONED USED CARS

Johnson

MOTOR CO.

Triangle Area's Most Progressive Buick-Opel Dealer
328 E. Main St. Dealer No. 680 Phone 682-5486

Mustang!

OUTSELLS THEM ALL!!

Rope Yourself A Mustang Now During Alexander Ford's July

ROUND-UP

Our Volume Policy Means Savings To You!

SHOP AT NIGHT — UNTIL 9 P.M. N. C. Dealer No. 1659

FOR YOUR SAVING CONVENIENCE

VISIT THE LOT WITH THE "A-1" SIGN FOR THE FINEST USED CARS.

Alexander FORD

330 E. Main Dial 688-2311 Durham, N. C.

YOUR HOMETOWN VOLUME FORD DEALER