

Raleigh Round-Up

Special Session Of Legislature Expected To Convene, Organize, Set Up Business

BY KIDD BREWER

SPECIAL SESSION? . . . During the hottest days of the 1957 session of the General Assembly . . .

Due to the last-minute rush of other matters, the idea did not become legal, and so the next regular session of the Legislature is scheduled to meet . . .

Only the Governor himself has the power to bring the legislators back to Raleigh before next February 4. He can do it by calling for a special session . . .

Governor Luther Hodges has had one special session — the one to put the Pearsall Plan into effect — and we hear he may have another. If he does, the Legislature would convene, become organized and set up for business, and then convene for regular business on February 4. Hard work!

REASONS . . . The Governor has stated over and over again that he

When you think of prescriptions, think of Varner's. —Adv.

thinks the 1959 legislative session will be the most troublesome in years. Extraordinary! If indeed he is considering calling a special session, he will do it to avoid keeping the General Session here until July. We have no record of a special session having been called to do the work usually done by a regular session. Also, in the past, it has been estimated that a special session of the Legislature costs a minimum of \$100,000.

Until 1957, the Legislature met on the first Wednesday after the first Monday in January. We amended our State Constitution in 1956 to make the change. Governor Hodges must have the approval of the Council of State to call a special session. The idea seems to have great merit.

ANOTHER AMENDMENT . . . Speaking of amendments to the State Constitution, at least one more will be voted on in November.

At the present time, magistrates or justices of the peace have powers generally limited to items in which value of the property is not over \$50.

If the people approve the constitution change, justices of the peace can be of greater service to business people or repossessions, claim and delivery papers, and legal business of this type. At the present, a lot of these matters have to go through already-cluttered court calendars. This means delay and extra expense.

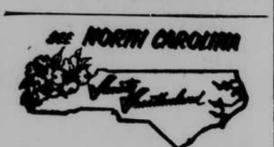
Provision for the November vote was made by the 1957 General Assembly. Father of the bill was W. Lunsford Crew, Fourth District Senator.

PRISON CHAPEL . . . A project begun more than five years ago by Edwin Pou in the Legislature is being brought to completion by our friend, Bill Bailey, head of State Prison.

Pou, son of the late George Ross Pou, saw the need for the new prison chapel at Central Prison here. Although he is no longer in the Legislature — having voluntarily retired from that office — he is deriving some satisfaction in seeing realization of his idea.

We might observe in passing, too, that never in our recollection have the prisons of North Carolina been in better hands than they are today under the capable guidance of William Bailey.

RETURNING . . . One of our favorite people, Mrs. Roy Parker of Ahoskie, widow of Hertford County Representative J. Roy Parker, will be hostess at the Mc-



Iver Dormitory for girls, University of North Carolina, this year. Roy taught at the University from 1941 until 1946. His son, Roy, is one of the editors of the Parker Brothers papers published in the counties of Hertford, Northampton, Gates, and Bertie. Top people, the Parkers.

NOTES . . . October 12-18 has been set aside as Careers in Retailing Week . . . with this slogan: "Get ahead faster in retailing" . . . Stores wishing to participate should write Stephen K. Small, National Retail Merchants Association, 100 West 31st Street, New York 1, N. Y., or Thompson Greenwood, N. C. Merchants Association, Raleigh Building, Raleigh . . .

Speaking of careers, 12,000 outstanding high school students recently voted this way on their career preferences: teaching, 30 per cent; science and engineering, 27.4; medicine and nursing, 13.3; business, 7 per cent; communications, 2.5; law, 2.2 . . . and all other careers, 17.6 . . . and the thing that surprises is that so many would prefer teaching . . . in view of wages, etc. . .

The other day we saw this description of a reckless driver: "One who passes you in spite of all your car can do . . ." It required a death on the Raleigh-Durham Boulevard the other day to remind motorists that when a school bus is stopped on a one-way road, cars in the other lane — even though it may be many feet away — must stop, too . . . This out-of-State motorist was killed when he plowed into the rear of a car stopped for a school bus in the adjoining one-way thoroughfare . . . In Graham County, no racial problems exist whatever . . . It is the only county in Southeastern U. S. A., which has not one Negro citizen.

NOTICE North Carolina Transylvania County

The undersigned, having qualified as administrator of the estate of C. C. Jordan, deceased, late of Transylvania County, this is to notify all persons having claims against said estate to present them to the undersigned on or before the 11th day of September, 1959 or this notice will be pleaded in bar of their recovery. All persons indebted to said estate will please make immediate payment to the undersigned.

This the 8th day of September, 1958. J. H. Tinsley, Administrator c/o Robert T. Gash, Atty. 5 McMinn Building Brevard, N. C. 9-11-6tc

When you think of prescriptions think of Varner's. —Adv.



"Where's the new highway going, mister?"

That's a good question, son!

A LOT MORE than a youngster's idle curiosity is at stake in the answer to this question. The location of a new superhighway can vitally affect — for all time — the future industrial development of a community.

Often, vacant land along a railroad is ideally suited for industry. Factories locating on it create new home-town job opportunities and new sources of local tax revenue. The land when thus put to industrial use becomes a valuable community asset.

Certainly, no forward-looking civic planner would intentionally do anything to destroy this asset. But, through oversight, it can be wiped out completely and

forever by locating the new highway too close to the railroad. When this is done, the highway blocks off easy, economical access to the rail service that most industries must have.

On the other hand, when an adequate strip of land is left between the existing railroad and the proposed superhighway, the land becomes doubly attractive to industry. Then it can offer modern rail service on one side and a modern highway on the other.

Good planning when the new highway is still on the drawing board will mean lasting benefits to you and your community.

Harry A. DeBattis President



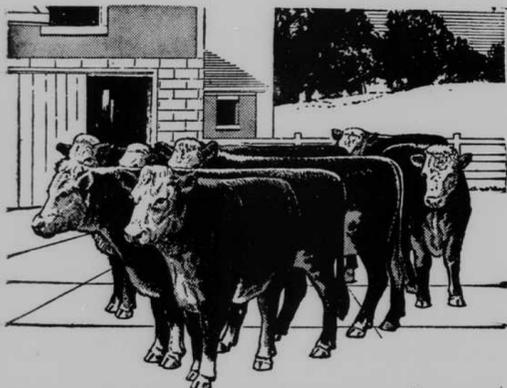
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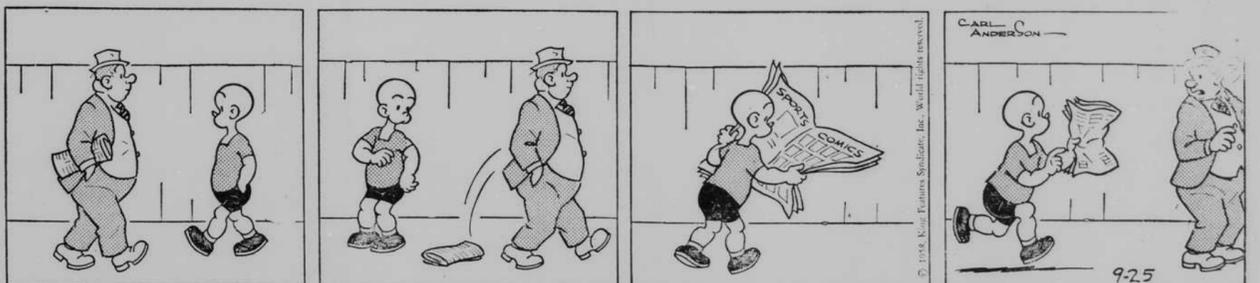
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Send booklet on concrete feed lots and (list subject): Name..... St. or R. No..... Post Office..... State.....

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By CARL ANDERSON



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