

It's No Easy Job - This State Highway Patrol - Selection And Training Proves Very Rigid

RALEIGH, N. C., April 8—It's no easy feat to become a member of the State Highway Patrol. The record proves it. Before an applicant is put on

the Patrol force, he is thoroughly investigated as to character and reputation, and is made to stand rigid physical and mental tests.

When the last legislature met and decided that the problem of Highway Safety is a solemn duty of the State, it voted to double the force of the Patrol, which then stood at 213. This meant that over 200 new patrolmen would have to be trained.

So the Motor Vehicles Department sent out the word that the Highway Patrol was accepting applications—it needed 200 new men. But not "just anybody" would be accepted—first an applicant had to meet these specific requirements:

1. Be at least 5 feet 10 inches tall
2. Weigh at least 160 pounds
3. Be between the ages of 21 and 30
4. Have at least a high school education or the equivalent
5. Must have lived for the past five years in North Carolina
6. Be able to pass a rigid physical examination.

Maybe you think these preliminary qualifications sound simple. The result showed they were not. The Patrol received over 6,000 applications from men who wanted to make the Highway Patrol their career. Out of this number, not one was turned away because the quota had been filled—but merely because all but around 250 failed to meet all the requirements. Of course, not all these were ruled out on the above qualifications, but further investigations showed they were not suited to become patrolmen.

Upon receipt of an application, Patrol officials asked each person to secure three or four letters of recommendation from persons in his home town—from people other than relatives who could vouch for his character and reputation and good standing in the community. These letters were then forwarded to Patrol Headquarters in Raleigh, where they were studied thoroughly. If one letter

stated that the applicant's character was not good, he was immediately rejected. If, however, his letters showed he was worthy of becoming a highway patrolman, his name was given to a Highway Patrolman in the applicant's area for further investigation.

This Patrolman then went to the boy's home town, interviewed him, talked with citizens in the town to find out what sort of person he was. If the Patrolman found anything in the boy's past record to make him unfavorable—such as a court record, regardless of how minor—he was immediately ruled out. The Patrolman then reported to Headquarters that "I do not recommend so-and-so for the State Highway Patrol."

If, however, the applicant's character was found to be beyond reproach, the Patrolman recommended that he be further considered. Patrol officials, however, did not accept the Patrolman's verdict as the final word. They turned the investigations over to the Federal Bureau of Investigation. Fingerprints of all recommended applicants were checked by the FBI to see if they had had any previous record. This check ruled out many, for it was found that while some applicants possessed spotless reputations in their home communities, they had been involved in trouble in military service.

Maybe you think that is the end of the story, but it is only the beginning. After all investigations were completed, the Patrol sent out notices to the accepted applicants to report to Fort Bragg on a certain date to go through a rigid physical and metal examination. The examinations for prospective patrolmen were the same as those for the Army; in fact, they were conducted by Army doctors. Applicants not meeting the Army physical were then turned down,

and this deleted many. A rigid I. Q. examination followed, and any applicant failing to have an intelligence quotient of at least 110 was ruled out.

By this time, Patrol officials began to wonder if they would ever be able to get the 210 new patrolmen, for the applicants still had to stand the test of a six weeks' training school.

Three separate training schools were conducted by the Institute of Government at Chapel Hill. The new recruits were given complete instructions on the duties and responsibilities of Highway Patrolmen, the vehicle laws of North Carolina, practical training on the rifle range, pointers on courtesy, dealing with the public, and good public relations. In short, they were trained in the art of good law enforcement.

But — once they got into the school, they were by no means assured of being put on the Patrol force. If they failed to make passing grades on their courses, they were told that there was no place for them on the Patrol. If they indulged in any form of intoxicants during the training period, they were also sent looking for other jobs.

Any minor offense was cause for rejection. Of course, many recruits left the school of their own free will. They decided the Patrol was going to be "too tough," or that they were "unable to take it."

At any rate, following each of the three training courses, the graduates were called to Raleigh, assembled in the Hall of the House of Representatives. Where they were handed their commissions in the Highway Patrol. At these exercises, Col. L. C. Rosser, Motor Vehicles Commissioner, and Col. H. J. Hatcher, Patrol Commander, told the men that the Patrol would not be easy, that they would have to face some criticism by the public, for their duties consisted of enforcing the traffic laws of the State; but they were also told to prove their worth by upholding the excellent past record of the Highway Patrol.

Schedule For Cooperative Educational Meetings
A series of Cooperative Educational meetings are to be held in the County on April 13 and 14. Meetings scheduled are as follows: Glensville School—3:00 P. M., Tuesday, April 13; Sylva Court House—7:30 P. M., Tuesday, April 13; Qualla School—2:30 P. M., Wednesday, April 14; Cullowhee School

—7:30 P. M., Wednesday, April 14. Mr. E. L. Johnston, Cooperative Analyst, Division of Agricultural Relations TVA, and Mr. C. E. Pike, Marketing Extension of the Agricultural Extension Service, will be present for these meetings, and everyone should plan to attend the meeting most convenient. M. L. SNIPES, County Agent

CITY COMMISSIONER PRAISES RETONGA

Outstanding North Carolina Civic Leader, A. F. Futrell, Says Retonga Has Helped Him Regain Strength And Relieve Distress From Excessive Stomach Gases

"Retonga gave me such wonderful relief that I am glad to pass my experience along to others," states Mr. A. F. Futrell, outstanding citizen of Pine Level, N. C. Mr. Futrell, who is a city commissioner and treasurer of Pine Level, and a life-long resident of this community, owns and operates a 500 acre farm. He gratefully states: "I allowed myself to get in such a rundown condition that I have not yet regained all of my strength, but I seem to be getting it back with the help of Retonga. After almost every meal I ate food seem-

ed to sour in my stomach and cause excessive gas. I was so worn-out I felt draggy and on edge most of the time. I couldn't sleep soundly at night and I suffered considerably from constipation.

"Retonga has brought me great relief," continues Mr. Futrell. "My food seems to agree with me now and I am delighted with the relief from sour stomach. I haven't missed a sound night's sleep but once in over a year. The relief from constipation has been very gratifying."

Retonga is intended to relieve distress due to insufficient flow of digestive juices in the stomach, loss of appetite, borderline Vitamin B-1 deficiency, and constipation. The active ingredients of Retonga are purely herbal, combined with Vitamin B-1. You can get Retonga at Sylva Pharmacy.—Adv.

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F-5 STAKE—New Ford Bonus Built Stake is available in 9 ft. and 12 ft. lengths. 14,000 lbs. G.V.W. Choice of two truck engines . . . a new 95 h.p. six-cylinder engine . . . or a new 100 h.p. V-8. Quadrax rear axle. 2-speed rear axle available on Series F-6.



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