

MORE ABOUT Gov. Hodges

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sweeper, weaver, General Manager, etc., in the mills.

The Governor discussed the per capita income of the State, the highway and safety problem, as well as some of the other subjects which he has had to face.

On the troublesome problem of segregation, he had the following to say: "One of the toughest and most disturbing problems I have faced as Governor is the one brought about by the public school decisions of the United States Supreme Court."

"Those of you in my home community know me well enough to realize that I usually say what I believe and think, but I like to be informed before I speak out. My position on the Supreme Court decision and segregation has been stated on many occasions, but the problem is so varied and difficult and so many ideas and opinions have been expressed that an anxious public can easily get confused."

"Let me again make my position clear. I do not agree with the Supreme Court decision and I think it usurped the rights of the States and the Congress in its decision."

"I do not favor mixing the races in the schools, and I believe the vast majority of white and colored citizens feel the same as I do. My plan of voluntary choice of separate schools is still working and can continue to work. The Advisory Commission, which I appointed, has recommended—and I approve—the policy which declares that no child shall be forced to attend a school of mixed races against the wishes of his parents or himself."

"If incidents arise which challenge this policy, we propose to have legislation which will provide tuition grants or transfers along the general lines of the Virginia proposal. As many of you know, my friend, Governor Thomas Stanley of Virginia, lives just a few miles across the line from us here in Leaksville Township, and he and I have consulted freely and frequently. His General Assembly is now in session and will consider the same kind of local enrollment and assignment plan which our 1955 North Carolina Assembly has already passed. At a later date, I shall present to our citizens, and the same matter will be presented to our Legislature, the full details of a program embodying the basic principles which I have just mentioned."

"Our chief concern is the preservation of our public schools for our children. I hope and believe we can do this while we are preserving our traditions and customs. We must be patient and calm, yet firm and determined."

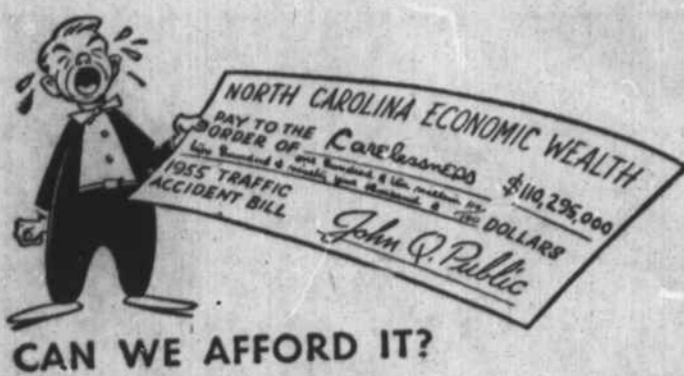
At the close of his speech, he announced that he would be a candidate to succeed himself. His announcement said:

"Much remains to be done on these and other problems on which we have been working, and which I have discussed with you today. In all humility, it is my hope and belief that, if allowed to continue in this office, I can make a helpful contribution to North Carolina's welfare in the tradition of the Democratic Party which has for decades stood for sound and efficient government in North Carolina."

"I shall be a candidate for Governor on the Democratic ticket, subject to the May 26th Primary. If nominated and elected, I will try to render conscientious and unselfish service to the State."

"It will be my purpose in the coming weeks and months to continue discussion of the issues and problems affecting North Carolina."

Larkspur is the popular name for the delphinium, a group of flowers that belong to the buttercup family.



TRAFFIC MISHAPS on North Carolina highways in 1955 totaled a staggering \$110,295,000 the Motor Vehicles Department has announced. The immense dollar loss from accidents represents funeral expenses, hospital bills, property damage, law suits, insurance claims, and other expenses connected with the high cost of dying.

MORE ABOUT Pigeon River

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nancial report, the New Jersey Turnpike reported profits of \$11,000,000 in one year.

Despite the fact that turnpikes charge tolls, he commented, most motorists traveling for three hours or more will choose the turnpikes because they permit easier, faster driving because of their four-lane, limited-access construction (similar to the Blue Ridge Parkway).

In California, freeways (on which no tolls are charged) traverse the state, north and south and handle five times the amount of traffic per hour as conventional highways (4,500 cars each hour compared to only 900). Mr. Stephens told the Kiwanians.

The speaker explained that there are now 250,000 miles of primary federal highways in the country, and another half million miles of farm-to-market roads. Despite all these, however, Mr. Stephens said, America's highways are still not keeping up with the large and constantly mounting number of vehicles in use today.

A new type of U. S. highway created several years ago, the speaker explained, is the federal interstate highway in which the federal government pays 90 per cent of construction costs and the state the remaining 10 per cent.

There are now 40,000 miles of these interstate highways connecting all important and strategic points in the country, Mr. Stephens said. One of their primary purposes is for defence and they would be used only by the military or emergency vehicles in the event of war, he added.

The nearest interstate control point in this area is Dandridge, Tenn., on the highway which splits at Asheville, with one road going south to Spartanburg, Columbia, and Charleston, S. C., and the other going east to Statesville, Winston-Salem, and Richmond, Va.

Other interstate highways running north and south through the Southeast, Mr. Stephens said, are one from Cincinnati to Lexington and Corbin, Ky., Knoxville, Chattanooga, Atlanta, and into Florida; another through Louisville and Nashville, south through Georgia and Florida, and U. S. 1 through the Atlantic coastal plain.

All of these three highways, he pointed out, skirt the Western North Carolina mountains by some distance. Because of this "gap," he added, the mountain region needs a good interstate highway.

When completed, he asserted, the Pigeon River Road would give travelers going north and south a "break" in their trip by offering a cool climate and impressive scenery.

In the next 10 years, Mr. Stephens commented, it is predicted that the nation's highways will experience a 50 per cent increase in use — paralleling a forecasted 50 per cent gain in the country's productive capacity.

By that time, it is estimated that there will be more than 81 million vehicles on the roads in comparison to the 58 or 60 million in use today, he said.

In preparation for that day in the future, Mr. Stephens said towns and counties should create planning and development commissions to chart progress in highways, industry, business, the tourist trade, and residential development.

MORE ABOUT Court

(Continued from Page 1)

be loved and respected, and certainly it is wrong to teach children to fear that which is designed to protect.

Then Judge Pless went on to cite that many people had the mistaken idea that they are smarter than the law, but it means they have just made a sad mistake in such thinking.

While citing the various public buildings, and records which the Grand Jury is charged to inspect, Judge Pless, in a humorous vein, told the 18-man body that there was no need to check the county home. Judge Pless heard the injunction case relative to the county home during the January term of court.

The presiding judge concluded his charge by analyzing the oath of the grand jury.

W. B. Murray was sworn in as officer for the grand jury.

A number of traffic cases, and several divorce cases were slated to be heard early this afternoon, as the grand jury began work on the assortment of bills of indictments handed them by Solicitor Thad D. Bryson, Jr.

The jury for the first week is as follows:

Jurors for the first week are: Willard Pilkington, Beaverdam; Joe Teague, White Oak; Finley Cook, Beaverdam; W. O. Kuykendall, East Fork; P. M. Chase, route one; Frank Hannah, Crabtree; J. B. Linder, Beaverdam; Claude Warren, Cecil; Harold Lawrence, Beaverdam.

Dexter V. King, Beaverdam; G. L. Egerton, Canton; J. Kelly Gaddis, Beaverdam; J. Marvin Alexander, Canton; Fred Sutton, Ivy Hill; John D. Platt, Ivy Hill; Cyril Sheppard, Canton; E. J. Gallienne, Canton; Thurman Robinson, Canton; H. J. Wright, Canton; Hubert D. Evans, Waynesville; Jack Scruggs, Beaverdam.

Logan Frady, RFD 3; R. F. Swanger, RFD 2, Canton; John R. Sellars, RFD 2, Clyde; James Howard Wright, Canton; B. H. Holland, Hazelwood; Walter G. Singleton, RFD 2; Wayne Moore, Fines Creek; S. E. Edwards, Canton.

Carl Arrington, Hazelwood; Ed Potts, Lake Junaluska; Eugene Brooks, Balsam; Homer Trantham, Fines Creek; Windell Pace, RFD 3, Canton; Ray Dills, Lake Junaluska; C. E. Williams, Canton; Jesse E. Abbott, RFD 1, Canton; Frank D. Bradshaw, RFD 4; and J. Anderson Inman, Pigeon.

Jurors for the second week include: Millard Burnette, East Fork; Edgar Mehaffey, Pigeon; Sam Reece, Canton; Kenneth Edwards, RFD 3; R. Wallace Gaddis, Pigeon; Fred L. Long, Pigeon; J. Oliver Haynes, Clyde; James Franklin, Jonathan Creek; W. Howard Reeves, Canton.

J. R. Hall, Jr., Ivy Hill; Forrest

MORE ABOUT Completion

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creasing number of visitors.

A letter from McKay said the number of visitors had increased from 21 million in 1946 to 50 million in 1955, and was expected to rise to 80 million in 1966.

McKay said the expansion program has been dubbed "Mission 66" and is aimed to have the park areas equipped and staffed to serve 80 million visitors in 1966.

The cost for the 10-year improvement program was estimated at \$124,165,000 by the National Park Service with total outlays amounting to \$786,545,600 in that period.

Interior Department spokesmen said it would be several weeks before figures would be available on the proposed developments at the individual parks and monuments.

However, the program broke down recommendations for the national parkways.

Weems said the proposed \$27,885,000 expenditure would provide for additional tourist facilities, information booths, parking areas, campgrounds and other service accommodations as well as road construction.

Congress has approved funds for a 5.5-mile section between Deep Gap and Boone in the 1957 fiscal year, he said, leaving only a 5.5-mile section around Grandfather Mountain incomplete on the Roanoke-Asheville section of the Parkway.

Right-of-way difficulties at Grandfather Mountain have delayed work and will continue to delay it, he said, until the right-of-way is provided by North Carolina. Initial agreements must be made between the owners (Hugh Morton of Linville and Wilmington) and the state, he said.

The terminal link in the Parkway from Soco Gap to Ravensford, some 13 miles, is now under contract. The remaining incomplete section is from Oteen to Soco Gap on which a short section in the Wagon Road Gap area was opened late last fall.

In Gatlinburg, Great Smoky Mountains National Park Supt. Edward Hummel said he had not been informed previously of the Administration's 10-year improvement program and had no idea of what funds the Smokies might receive. A "long range" program for the Smokies would run "into the millions," he said. The 1957 fiscal budget recommendation for the Smokies was for \$790,344.

Sports Car Talk

BALTIMORE, Md. (AP)—Members of the Baltimore Local of the Motor Sports Car Assn., like other small car enthusiasts, speak a special jargon that is difficult for the average citizen to understand. A hood is a bonnet, a get-together is a rally, and words like tachometer and overhead can split the air.

For the uninitiated, however, the Baltimore speedsters have offered a few handy translations:

Here are a few:

R.P.M.—Number of repairs per month necessary.

M.P.H.—Monthly payments will be heavy.

B.H.P.—Basis for the high price of sports cars.

F.O.B.—Prices given in French or British currency.

Some Indian girls of northern Panama wear necklaces of United States coins.



DON'T BE A NUISANCE... If you must make social calls during business hours, at least keep them brief.

IGNORANCE IS NO EXCUSE. A cartoon character with a signpost listing traffic rules: 1. REASONABLE SPEED, 2. DON'T PASS ON HILLS, 3. WATCH PEDESTRIANS, 4. SLOW DOWN AT DUSK, 5. KEEP RIGHT, 6. YIELD RIGHT OF WAY, 7. STOP FOR SCHOOL BUSES, 8. SIGNAL FOR TURNS, 9. DIM YOUR LIGHTS, 10. LOOK AHEAD, DON'T STARE. Text: know the rules of the road.

MORE ABOUT Parkway

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nect the Ravensford link with the rough-graded section running from Wolf Laurel Gap.

Director Conrad L. Wirth of the National Park Service said these projects are part of the 1955-56 fiscal year program for \$4,999,100 worth of construction of the Parkway in North Carolina.

Also earmarked for the current fiscal year ending June 30 is \$351,300 for concrete tunnel linings for three existing tunnels and a grade separation project at Big Witch Gap.

Wirth said that completion of these projects and several programmed for the 1956-57 fiscal year would provide an 11-mile section from Ravensford to the end of the present paving.

He added that this would open a link from U. S. Highway 441 and Ravensford through the Cherokee Indian Reservation to Soco Gap and U. S. Highway 19.

Harding, Clyde; G. W. Henry, Ivy Hill; Conley Mehaffey, Ivy Hill; T. H. Caldwell, Waynesville; H. D. Higgs, Canton; Ray Milner, Iron Duff; R. E. Swanger, Canton; Jack C. Seroggs, Canton; Curt E. Kaufman, Waynesville; C. F. Worley, Beaverdam; Frank Morris, Beaverdam; Donald E. Morrow, Waynesville; C. R. Higgs, Canton, and Ernest Green, Hazelwood.

MORE ABOUT 2 Charges

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near the Murphy Chevrolet used car lot, and apprehended him after a foot race.

Sheriff Campbell and Cpl. Smith found the stolen car, owned by B. C. Benson of Asheville, parked at the Coffee Shop out of gas, and theorized that the driver probably was trying to break into the business place to get some gasoline to refill the empty tank.

While the officers were checking the car, a call came over their radio from Asheville authorities, who were broadcasting a report of the theft of the vehicle.

Smithers was brought to the Haywood County jail where he was booked for attempted breaking and entering. After a hearing here, he probably will be returned to Buncombe County to face an auto theft charge.

Big City Anonymity

NEW YORK (AP)—Gary Cooper, visiting here from Hollywood, says he has the solution to the problem which haunts most movie stars in New York — how to keep from being mobbed by well-wishers. Says Cooper:

"I just walk down the street, minding my own business, and nobody ever notices me. But the big thing: I don't wear dark glasses."

Use the Want Ads for results.

MORE ABOUT Lions

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they do not intend to fly themselves. He pointed to advantages of an airport in bringing industry to a community and added that many business executives constantly travel by plane.

The guests were introduced by the Rev. T. E. Robinett, program chairman.

Ernest Edwards presided.

Wife Preservers



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