

Celebrates 10th Anniversary Of Ship

USS FORRESTAL (CVA-39) (FHTNC) Oct. 11—Airmen Apprentice Connie M. Markland, USN, son of Mrs. May H. Markland of Route 2, Advance, N. C., a crew member of the attack aircraft carrier USS Forrestal, helped celebrate his ship's 10th anniversary Oct. 1 while anchored in Genoa, Italy.

On her seventh deployment with the U. S. Sixth Fleet in the Mediterranean, the Forrestal has been operating with another aircraft carrier to form the nucleus of the Sixth Fleet's fast carrier striking force. Since arriving in the Mediterranean in August, she has been participating in fleet and North Atlantic Treaty (NATO) exercises, as well as conducting day and night-flight operations with her powerful wing of jet attack and fighter aircraft.

Named after a former Secretary of the Navy, the Forrestal is scheduled to visit ports in Italy, France, Spain and Greece and is expected to return to her homeport of Norfolk, Va. in late March.

Mr. and Mrs. Doyle Hoover and children, Lemmie and Judy, of Orlando, Fla. spent last week visiting Mr. and Mrs. Guy Foster and Mrs. Leslie Eford in Albemarle. They came to attend the funeral of Mr. Leslie Eford on Tuesday, Lemmie Hoover remained with his grandmother in Albemarle to spend some time with her.

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WASHINGTON REPORT

by
Congressman
James T. Broyhill
Highway Beautification

Too many symptoms of what has been wrong with this session of Congress were in full view last week as the House of Representatives complied with the White House demands and passed the Highway Beautification bill. It is unfortunate that the whole record of this legislation has been a sorry exercise in how laws ought not be written.

There have been few obvious displays of attempts to convert the Congress into a meaningless circus that jumps through hoops at the command of the White House. Proof of the charge that this has been a "rubber-stamp" Congress can be found in this farcical performance. If, indeed, proof is needed.

The actual bill relates to the beautification of American Highways. No one would disagree that action needs to be taken to improve the appearance of many stretches of highways today. Most Americans would agree. The controversy arises in what and how to do the job and on these points the arguments became very heated.

As I see it, this bill is full of unworkable, unwise, unfair, and inconsistent provisions tossed together in obvious haste that will lead to future trouble if the bill is finally enacted in its present form. That the Congress will have to do a major job later is a virtual certainty that is privately conceded even by many of the bill's most effusive supporters.

Federal funds are used for the construction of many highways. Under the terms of this bill, it would be mandatory that Federal money be withheld if the Secretary of Commerce decides that States have not made provisions for "effective control" of outdoor advertising, displays, or scrapyards. Problems that confront States are ignored as States are stripped of much of their traditional authority in this field.

Even the time necessary to amend State constitutions

and to enact needed legislation is not granted. In most States, there will be only one session of the legislatures between now and the deadline date.

The Secretary of Commerce would become the czar controlling all signs and notices along our interstate highways. Even signs required by State laws concerning applications for zoning changes and those relating to hunting and fishing regulations would fall under this provision.

Under this bill, there seems to be a premium offered to States that have been slow in construction of interstate highways. Also the complex issue of using Federal funds for the improvement of privately-owned property has been raised in the bill and how it will be resolved seems of little interest to the Congress. Neither were costs considered with any care. No one knows now what funds would be necessary although the bill authorizes the spending of \$320 million in the next two years even though the Secretary of Commerce is not asked to submit a cost estimate until 1967.

I believe all Americans can be proud of many of the fast new highways that have been built. However, travelers in unfamiliar territory need information concerning camping facilities, lodging, eating, or vehicle service and repairs. Their interests also include natural wonders and historic sites. Completely blanketing out information of this kind can be a serious detriment to the general public.

It was disappointing that all efforts by the minority party to insert or even discuss reasonable alternatives and changes in the bill were rejected in a blind haste to send a bill to the White House. Political drama written with a bulldozer certainly does not assure either a sound or a great society.

I opposed the bill in its present form. It was adopted, however, to give the Administration its way.

Mrs. Charles Poplin and children of Durham spent the week end here visiting her parents, Mr. and Mrs. Robert Hellard.

This Week's

60 SECOND SERMON

By
Fred Dodge

"OBEDIENCE IS THE MOTHER OF SUCCESS, THE WIFE OF SAFETY"—Aeschylus.

The personnel manager questioned the young man applying for a position.

"Are you married?" he asked.

"No," replied the applicant, "but I can take orders, if that's what you mean."

In these days of "free-wheeling" wills, obedience as a word or an idea has been brushed aside. Yet every great person must first learn how to obey, whom to obey and when to obey. Until a man has learned obedience, he is not fit to ask obedience of others.

If everyone would obey the safety-first rules and signs, traffic deaths would almost disappear. If everyone would obey laws, crime would end. If each of us would, instinctively, obey the rules and laws established to safe-guard lives and rights, accidents and conflicts would nearly cease. It is when we selfishly "free-wheel" our wills over the highways or over people in our business or social lives, that we are headed for trouble. Obedience is not an evil word. It isn't old-fashioned. It doesn't imprison you. Obedience will save your life and free you to enjoy happy living. Try being more obedient and teach obedience to others.

SENATOR ERVIN SAYS

WASHINGTON - The Administration's drive to repeal Section 14 (b) of the Taft-Hartley Act suffered a major defeat in the Senate last week. A debate-ending motion was defeated 7-45 and the bill was laid aside for this session.

The significance of the Senate action is that there is less than wide-spread demand for compulsory unionism. Indeed the available evidence is that the public is opposed to the proposal to abolish the right of the states to enact voluntary unionism laws.

I do not subscribe to the theory advanced in some quarters that opposition to compulsory unionism is tantamount to anti-unionism. Voluntary unionism has a useful role to play in our society. It has advanced the welfare of individual workers. It is a potent force for making management act in an enlightened manner in respect to rates of pay for work.

But just as a worker must have the right to join a union, he must have the right not to join a union. Voluntary unionism advances its cause best by persuasion. Unions can sell their benefits to workers on the basis of worthwhile achievements and responsibility to the needs of their members. Compulsory unionism, on the other hand, runs against the grain of most Americans. When all is said, the right to work ought not to be a commodity which the union may sell and the worker must buy.

The Taft-Hartley Act had its origin in public sentiment. It was based upon the theory that an individual ought to have the right to join or refrain from joining a union according to his own judgment and discretion. There is evidence that the majority of the people still favor the Taft-Hartley Act and Section 14 (b) thereof.

How the next session will view repeal of Section 14 (b) is uncertain. But if the Taft-Hartley Act is to be debated,

a review might be in order of those agency and court decisions which negate workers rights. There is no doubt that a series of National Labor Relations Board and some court decisions have thwarted the intent of Congress expressed in the Taft-Hartley Act. The NLRB has held in recent years that a union can compel a worker to strike or not, can fine a worker for crossing a picket line, and can even fine him if he exceeds a work quota fixed by the union. These are areas of the law that might well be studied by the Congress.

Men may differ in opinions but they should not dispute as to facts.

LOCALS

RM-2 Doyle Shore and Mrs. Shore and children, Wanda, David and Billy, of Chesapeake, Va. spent from Thursday until Saturday visiting his sister and family, Mr. and Mrs. Charles Bean. From there they went to Titusville, Florida to visit his parents, Mr. and Mrs. W. H. Shore. After visiting other relatives on the way, they will go to Oakland, California, where they will leave for Hawaii to make their home for three years.

Miss Jeannie McDaniel of Cullowhee, North Carolina spent the week end here with

her parents, Mr. and Mrs. C. O. McDaniel.

DERRING-DO

Two dairies were engaged in an advertising war. One of the companies engaged a daredevil racer to drive a car around town with large placards, reading "This Daredevil Drinks Our Milk."

The rival company came out with placards, twice as large, reading: "You Don't Have To Be A Daredevil To Drink Our Milk." - The Creweleah (Wash). Independent.

Ulcers are what you get from mountain climbing over molehills. - The Alliston (Ontario) Herald.

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- 59 Oldsmobile 98 \$795
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- 61 Chrysler \$1095
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