

SENATOR ERVIN SAYS

WASHINGTON — The 89th Congress, however one views its output of legislation for the first session, is certain to have a profound effect upon government for the next generation.

The approval of Federal aid to elementary and secondary schools marked a major shift in governmental policy and educational financing. Approval of medicare under the Social Security system ended a 30-year battle for Federal health care on a massive scale. The authorization of rent subsidies for low-income families, although funds were denied, opens a new concept in the administration of Federal housing programs. These were some of the many enactments that distinguish this session and brought comparisons with the legislative sessions of 1933-1934.

Of economic interest at home was the approval of re-

visions in agricultural programs. These included a four-year extension and revision of cotton, wheat, feed grains, and dairy programs, and a strengthening of the tobacco programs with the change to acreage-poundage quotas. The latter measure troubled me a great deal because of its economic impact on North Carolina. It was apparent that the old system of acreage control was not working. There was a Congressional demand that a change be made, and I am pleased that excellent cooperation by all concerned brought a necessary bill to fruition.

The immigration bill, which is now the immigration act, demanded much of my time prior to its passage. I am a great believer in the national origins quota system, because I believe it was based upon a wise understanding of our country and its people. However, I soon found that I was in a small minority in holding this view. I decided that the best course to follow was to work toward improving the Administration's bill and to devote my energies in that manner instead of toward fighting for a lost cause. As a consequence, concessions were made which I think made the immigration act better in some respects than the old law. It places a limitation on Western Hemisphere immigration for the first time, and it sets forth stringent skill requirements for the admission of aliens.

In the area of constitutional changes, there was the proposed constitutional amendment of Presidential inability and succession, which I co-sponsored. It makes a -needed revision by writing out procedures to govern this most complex area of government. If ratified by the requisite number of states, it will overcome 176 years of uncertainty in the transfer of Exe-

This Week's 60 SECOND SERMON

By
Fred Dodge

"SELFISHNESS IS VISIBLE TO ALL BUT THOSE WHO ARE SELFISH." -- Eff Thomas.

The bashful young man approached the father of his girlfriend.

"Er-I-uh-am asking your daughter's hand. Er-have you any objection?" he asked.

"None at all," replied the father. "I'm very unselfish, but take the hand that's always in my pocket."

A lot of selfishness is buried in claims to unselfishness. Selfish people honestly do not realize that they are. It is this invisibility of selfishness to those who have it that makes it so difficult to root out.

How many times have you been talking with friends only to discover that they haven't heard a word you said? Their minds were on their desires. They were waiting quietly only for an opportunity to inject their interests into what you were saying. That is invisible selfishness; unrealized selfishness. When a friend cannot give a few moments to another's interests, what is it but selfishness, demonstrating bad taste and ill breeding?

One of our wisest acts today would be to check ourselves for invisible selfishness; be selfishness that is always annoyingly visible to others. Being unselfish, even with a little attention, can make us the most popular and best informed people in our community. Try it.

utive power and strengthen constitutional government.

One of the most widely supported enactments was the \$4.7 billion Federal excise tax reduction. Is the first general revision of these World War II levies, Congressional sentiment simply said that these taxes could no longer be justified.

The waning days of the session saw compulsory unionism become a major issue. The battle was waged over a move to repeal Section 14 (b) of the Taft-Hartley Act. I fought the proposal because compulsory unionism is based upon the astounding proposition that the right to work is a right which the union may sell and which an individual American must buy if he is going to be permitted to earn a living. To me, the proposition is untenable.

It is unlikely that Congress will choose to broaden Federal activities during the next session at the accelerated pace it did this session. The country will welcome a breather.

LOYAL EMPLOYEES

Shildon, England — A company in Shildon can boast of having eighty loyal employees. They recently turned down a \$2.80 a week pay raise ordered by a union agreement. Spokesman for the group said, "We have good bosses and would rather give the company time to build profits."

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When the chill is in the air.
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Don't Depend On Other Man

By Bill Crowell

There's a plenty of editorial preaching on traffic safety these days. And one lesson that seems doubly hard to learn is not to depend on the other fellow to warn you of trouble in traffic.

Actually, according to safety experts of the State Motor Vehicles Department, you have to watch ahead of the vehicle in front of you—driving ahead of yourself they call it. Not to means eventually you'll wind up in a position of "too little and too late— too little warning of danger and too late to do anything about it."

The need for last minute maneuvering can be largely avoided by drivers who keep constant track of traffic conditions as far ahead as they can see. They'll also know what's going on to the sides and the rear.

Driving ahead of yourself is helpful in every traffic situation. In a line of traffic, for example, stop lights start flashing up the line. When they do there's every likelihood you'll have to use your own brakes soon, and the time to get ready is right now.

Waiting until the car just ahead slows is begging for a rear end mishap — even if you are following the widely publicized rule of one vehicle length for every 10 miles an hour of speed.

Any wholesale change in the traffic flow is a warning signal to the alert, defensive driver.

Take lane changing, as another example. Wherever there are moving cars, a certain percentage of drivers will change lanes fairly fre-

quently. You can count on that. But when lane swapping becomes suddenly widespread, look out. There must be some reason for everyone trying to get in one lane or another.

Maybe the reason won't be immediately apparent. But it's time to check traffic conditions so you can make the change smoothly, without endangering yourself or others. If you wait, until the last minute trouble can develop fast.

Being aware of traffic conditions in advance is the best way to avoid nasty surprises.

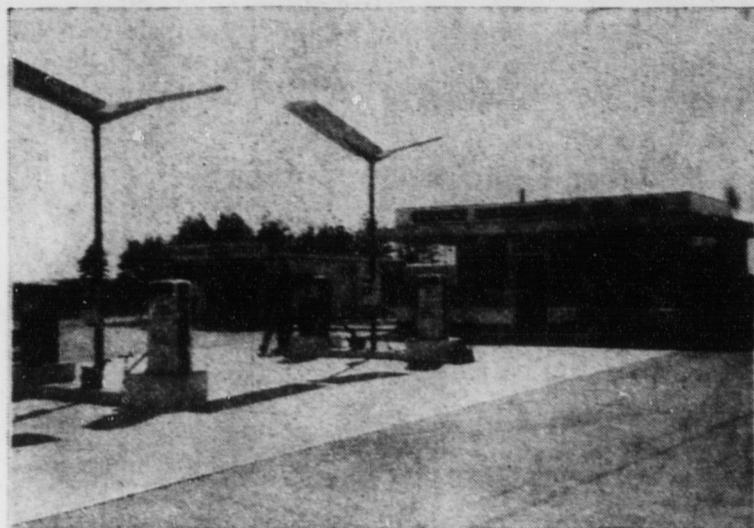
The Wall St. Journal relates the young clerk was being lectured by his boss. "Now don't forget," he reminded the young man, "the customer is always right."

It wasn't long before the boss noticed customers entering his store and leaving immediately without purchasing anything.

"What's wrong?" he demanded. "Why aren't the people buying?"

"Well," answered the honest youth, "they all say the prices are too high, and I tell them they are right."

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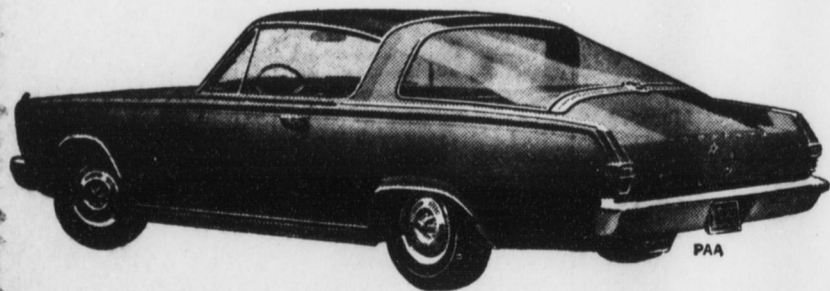
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