

Hope for the Railroads?

The railroads' battle for freedom to survive appears to be a battle that they will win in this session of Congress. This is the hope held out by Sen. George Smathers, Florida, head of a committee studying the railroads' profit and loss problems.

Since the second World War, the nation's railroads have seen more and more red ink on their books. In Senator Smathers' words, "The railroads have reached the most dangerous point in their history."

In this area, where the state-owned railroad, the Atlantic and North Carolina, is now operated by Southern Railway, and the short line, Beaufort and Morehead Railroad, connects Beaufort and Morehead City, each citizen should take an interest in railroads. Congressional leaders must have citizen support if measures are to be adopted that will take railroads out of the low state into which they have fallen.

Senator Smathers links the current business recession with the plight of the railroads. For example, where the railroads used to take 6 per cent of the steel industry's shipments, they now take 3 1/2 per cent — and 20,000 steel workers will lose their jobs because of the production cutback.

Why have railroads run into trouble? Only a small part of it could be attributed to their own misdoing. Most of the problems stem from the following:

1. Over-regulation. The Interstate Commerce Commission, federal fact-finding boards and public utilities commissions of each of the 48 states have a finger in the railroad pie. Rates are

dictated to the roads and before service can be discontinued to a non-paying passenger station, some regulating board, which has no interest in whether the road is near bankruptcy, dictates whether the passenger stop shall be eliminated or retained.

2. Competition. Truck lines, automobiles and air lines have made serious inroads in the transportation field. Competitive transport firms are not subject to the railroads' 3 per cent excise tax on freight and 10 per cent tax on passengers, which the senator from Florida terms "obviously discriminatory".

In many cities fabulous airports have been built with state and federal funds; waterways are maintained by federal funds; and highways, pounded by trucks, are built by public agencies. Similar help to the railroads has not been forthcoming.

3. Labor. Railroads are confronted with ever-increasing labor costs. Railroad union regulations frequently require the roads to pay for work men do not do; or men, whose jobs are now obsolete due to modernization of railroads, have to be retained on the payroll anyway. No business can survive very long under such conditions.

Any individual who gives the railroad situation even passing thought should see the wisdom in Senator Smathers' hopes for unshackling the railroads so that they may do the following: manage their own affairs, adjust their rates, merge and consolidate, make schedules and operate trains, have fair access to the money sources of the nation and compete on an equal basis.

Where the Decision Lies

This is for those people who blame the county commissioners when they can't get the road by their house paved. The following is an Associated Press news story which appeared in daily papers Tuesday:

Raleigh, April 28 (AP)—The State Highway Commission, while eager for cooperation from county officials, made plain today that IT ALONE HAS THE FINAL AUTHORITY IN SECONDARY ROAD MATTERS. (Capital letters ours).

Secondary roads officer Harold Makepeace outlined the commission's power over rural roads in a statement which he said was designed to clarify the position of the state agency and county commissioners.

"Some people seem to have the idea that county boards of commissioners have the power to select roads in their county for paving," said Makepeace. "This is very definitely not the case."

While county officials can make rec-

ommendations on road matters, Makepeace said the state commission must retain final authority since it is responsible to the people for spending secondary road funds.

Makepeace said all paving on rural secondary roads will be done on the basis of a paving priority list now posted in every county courthouse.

The State Highway Commission will follow this priority list, Makepeace added, and pave the top priority roads as rapidly as the money is available in each county.

Makepeace pointed out that county commissioners can make recommendations regarding their county road improvement plans. For example, they may suggest what percentage of available money might be used for paving and what portion could be set aside for improving unpaved roads.

These recommendations must be submitted in writing to the State Highway Commission, which in all cases has final authority, he said.

Do You Try to Wiggle Out?

So you got a traffic ticket the other day . . . or last week . . . or last year?

Did you feel a bit ashamed, pay your fine, and make a good resolution to obey the law in the future?

Or did you scramble to get in touch with a guy you thought could fix it for you, and then brag to friends about the "right connections" you have.

If your answer puts you into the fixer's class, you haven't much to brag about. In the first place, you found out your ticket couldn't be fixed. So you say, "Aw, trying to have a ticket fixed doesn't amount to anything!"

But you're dead wrong.

It amounts to showing contempt for the law. It amounts to undermining

the work of those who are trying to reduce our shocking traffic accident toll. It amounts to hampering the efforts of our highway enforcement officers.

Last year there were 49,000 traffic accidents in North Carolina. By showing your contempt for the laws enacted to remedy this disgraceful situation you put yourself on record as being FOR traffic accidents rather than against them.

If everybody took the same attitude, traffic laws would become completely ineffective and there would be chaos on our streets and highways.

Think of this if you are ever again tempted to consider yourself above the law: the law that inconveniences you today may save your life tomorrow.

TOGETHER THEY MIGHT DO SOMETHING



Security for You...

By RAY HENRY

The American Medical Association has told its members to get ready to fight a proposal to add a health insurance program to Social Security.

The proposal is in a bill now before Congress and has the strong backing of the AFL-CIO. Whether the bill has a chance of being passed by Congress this year is strictly a guess.

The AMA's warning about the bill went out to its 190,000 doctors recently in a private letter from President David B. Allman.

"Every physician," Allman said, "must be prepared to oppose this bill vigorously and be ready to make his views known to Congress should that become necessary."

Besides this alert, the letter attacked the bill as ill-conceived, bad legislation and not in the public interest.

Commenting on the letter, Rep. Forand (D-RI) — who put the bill before Congress — said:

"I find, as usual, that the AMA is opposing health legislation, but offering nothing as an alternative to solve the medical problems of older people. If Dr. Allman and his group have any constructive criticism, I hope they'll give it to Congress."

A hint, however, that the AMA may be planning an alternative was contained in Allman's letter. He told the doctors:

"Some of the most important and respected organizations in the health field are preparing a program which will lead toward solution of the problems of health care for the aged. Announcement of this constructive plan will be made soon."

No doubt the AMA's letter is designed to set the stage for bringing the pressure of the country's doctors on the Ways and Means

Committee of the House. The committee is expected early this month to start considering changes in Social Security, including the health insurance proposal.

And, the letter is no doubt designed to try to offset the pressure of the AFL-CIO to get the bill passed.

In attacking the specifics of Forand's bill, Allman said—among other things — that the bill, if passed, would "eventually destroy private health insurance"; "could bankrupt the entire Social Security program"; "would bring the aged under government controlled and supervised health care" and "would mean higher taxes and less take-home pay for all wage earners for the benefit of a minority."

In general, Forand's health insurance proposal would:

1. Provide health insurance to cover certain hospital, nursing home and surgical needs of persons collecting Social Security. The coverage would go to persons now on the Social Security rolls as well as those who start collecting Social Security in the future. It would also cover persons still working who, if they stopped working, could start collecting Social Security immediately.

2. Tax a worker and his boss an additional 1/2 per cent each on all the worker's yearly earnings up to \$6,000. The present tax for each is 2 1/2 per cent on all the worker's yearly earnings up to \$4,200. A self-employed worker would have to pay an additional 3/4 per cent of his net yearly earnings up to \$6,000. He now pays 3 3/4 per cent of his net yearly earnings up to \$4,200.

(Editor's Note: You may contact the social security representative at the courthouse annex, Beaufort, from 9:30 a.m. to 12:30 p.m. Wednesdays. He will help you with your own particular problem).

Stamp News

By SYD KRONISH

Three new stamps have been issued for Western Samoa to commemorate the inauguration of the new Western Samoan Parliament. The designs on the 4 pence and 6 pence are the same as the present 1 pence and 2 pence values.

The 1 shilling illustrates an outline map of the Western Samoa Islands. Each stamp will bear the inscription "Samoa I Sisifo" and also "Fono Fou 1958." The words refer to the inauguration.

To honor the first conference of "Independent African States," Ghana has issued four new commemorative stamps. The participating countries, are Ghana, Liberia, Morocco, Tunisia, Libya, Egypt, Sudan and Ethiopia. The design shows a map of Africa wrapped by a scroll with the wording "Conference Of Independent African States."

STAMP NOTES . . . Since 1911 when the Boy Scout Merit Badge for stamp collecting was originated, there have been 121,448 approved merit badges awarded. The International Assn. of First Day Covers Collectors has published its 1958 edition of the "Catalogue of First Day Covers."

It is printed in five languages — English, French, Italian, German and Spanish . . . James A. Farley, former Postmaster General of the U. S., has presented additional items from his personal philatelic collection to the Smithsonian Institution.

F. C. Salisbury

Here and There

The following information is taken from the files of the Morehead City Coaster:

FRIDAY, MAY 2, 1919

Miss Lilly Bell Skarren has resigned her position with the fisheries commission to accept a position at her home in Beaufort.

Mrs. D. G. Bell left Tuesday morning for Wilson to attend the 22nd Annual Convention of the N. C. Division of the UDC.

Capt. M. C. Bloodgood of Swansboro has accepted a position as captain of the government boat Manteo at New Bern.

Lewis Piner had bought the Patterson car owned by S. A. Chalk. Miss Irma Willis and brother, William, spent the weekend in New Bern.

S. O. Brewer of Durham has ac-

Louise Spivey

Words of Inspiration

(Editor's Note: Mrs. G. T. Spivey, Beaufort, who writes this column, is taking a vacation. In place of her column today, we are substituting the following).

TRY THEM

These seven things I have tried: Laughing at difficulties, and found them disappearing. Attempting heavy responsibilities, and found them growing lighter. Facing a bad situation, and found it clearing up. Telling the truth, and found it the easiest way out. Doing an honest day's work, and found it the most rewarding. Believing men honest, and found them living up to expectation. Trusting God each day, and found Him surprising me with His goodness. — California Parent-Teacher Magazine

SHUT-IN

Shut-in — I never liked the word. It held a plaintive note, Until a different view I got From what one shut-in wrote:

"Shut-in?" she said. "Oh, yes indeed; Shut in from noise and strife. But shut out are so many things That cluttered up my life. Shut in are peace, and faith, and hope; Shut out are fear and doubt. Shut in are words and deeds of cheer, No heart can do without. Shut in my mind are memories Of gayer, brighter years; I laugh, sometimes, remembering — Sometimes I yield to tears! Shut in are friends I cannot lose — I hold them in my heart — And though the miles stretch long between, We never are apart!

Shut-in! Why it's a blessed word! My soul will one day trod On happy feet to heaven's door, And be shut in — with God!" — Ruth Adams Belcher

IT MIGHT HAVE BEEN!

I thank Thee, Lord, That I have missed the tears I might have shed today; And all the griefs — a lengthy list — That might have come my way.

Death passed me by, And ache and pain and troubles, Both great and small. I dreamed no rosy dreams in vain; I saw no castle fall.

I face the future Undismayed, and offer thanks To Thee today — Not for the gains that I have made, But what came not my way. — From Helen Mulholland

From the Bookshelf

The book reviewed below is available at the Carteret County Public Library, Pollock and Broad Streets, Beaufort.

The Incurable Wound and Further Narratives of Medical Detection by Bertron Rouché.

The title story of this collection deals with rabies, its deadlines if the Pasteur treatment is not administered quickly, and the alarming discovery that rabid bats have been found in 16 of our states.

Ten Feet Tall discusses the drugs cortisone and ACTH, their discovery and their usefulness. It also shows the ugly side of cortisone which suggests its reservation for

crises of intolerable pain or peril. This is the story that provided the scenario for the motion picture "Bigger Than Life."

There is another story about aspirin that should be "must" reading for all parents of small children.

White Eagles over Serbia. By Lawrence Durrell. Criterion. \$3. Bitter Lemons. By Lawrence Durrell. Dutton. \$3.50.

Though neither of these is a match for "Justine," Durrell's uncommonly sensuous novel published some months ago and reviewed then, they share some of its qualities—the savory and evocative prose, for instance, and the knack for painting the unfamiliar foreign setting.

"White Eagles" is a suspense story against the rugged background of Yugoslav mountains. British secret service agent Meuthen goes through some highly improbable adventures, with death dogging his steps, and yet your fancy is caught by wild vistas along beautiful wooded trout streams.

The more mature book is "Bitter Lemons," based on the author's 1933-36 residence on the island of Cyprus, beginning when the English and the Cypriots were friends and ending when the assassinations and retributions had stirred up bitter blood.

There is a nice precarious balance between persisting personal loyalties and savage political enmities.

Durrell never lets Durrell down, which is to say, he's childishly pleased with his own behavior in a couple of tight spots; but even the deeds that are a credit to him are recounted in prose that's a credit to him, too.

—W. G. Rogers

ON YOUR GUARD

NIKE MISSILES GUARD YOU

NATIONAL GUARDSMEN SOON WILL ASSUME FULL TIME OPERATION OF AMERICA'S NEWEST ANTI-AIRCRAFT DEFENSE WEAPON—THE POWERFUL NIKE MISSILE.

Smile a While

The small-town preacher rushed down to the railroad station every day to watch the train go by. Members of his congregation thought his pastime juvenile and asked him to give it up.

"No, gentlemen," he said firmly. "I preach your sermons, teach your Sunday school class, bury your dead, marry you, run your charities, chairman every drive it pleases you to conduct.

"I won't give up seeing that train every day. I love it. It's the only thing that passes through this town that I don't have to push." — Side Tracks

This is the Law

By ROBERT E. LEE For the N.C. Bar Association RESTAURANTS

Jones enters a restaurant and hangs his hat and coat on a hook or clothes tree provided by the management for the convenience of the patrons of the restaurant. When he gets ready to leave, he discovers that his hat and coat are missing. May he recover their value from the owner of the restaurant?

No. There has not been created a bailment.

A bailment exists whenever a person delivers the temporary possession of personal property to another. The person delivering the possession is called the "bailor," and the person receiving the possession is called the "bailee."

The hat and coat have never been in the exclusive possession of the owner of the restaurant. They were placed within easy reach of the customer and he could have removed them at any time without notice to the restaurateur, which is inconsistent with the essential requirement that the bailee must have the sole possession and control over the articles bailed.

The hat and coat were hung at a place to which all other customers had equal access. There was no invitation to the patron to relax or yield his personal vigilance, as the hooks or clothes trees are to be regarded as being merely for the convenience of patrons who wish to put aside their hats and coats while eating and yet not part with control over them.

The law does not hold a person responsible for property that has not been in his possession and under his control.

Mary Smith enters a restaurant and checks her coat and a parcel with an attendant. She is given a