

WEEKLY LEGISLATIVE SUMMARY

The General Assembly passed on Monday and Tuesday of last week to mourn the death of Senator J. Melville Broughton and then returned to the problem of making up its mind on 1949 legislation.

Liquor
Last week HB 270, the liquor referendum bill initially given the best chance of success, was reported unfavorably by a vote of 26 to 4 in the House Propositions and Grievances Committee. Unable to muster one-fourth of the committee membership needed to bring out a minority report, Representative L. A. Martin, the introducer of the bill, moved on Thursday of this week to have his bill taken from the unfavorable calendar and presented to the House on its merits. Answering the first roll-call on a liquor bill in several sessions, 54 members voted to revive the bill and 51 voted against removing it from the unfavorable calendar. The motion failed for lack of the two-thirds vote needed under House rules. No effort has been made to resurrect the Senate referendum bill. It is safe to predict that there will be no state-wide liquor referendum in North Carolina in the next two years.

Just before this action on Thursday, a bill was introduced to permit any incorporated town to vote on the establishment or closing of ABC stores upon the petition of 15% of the registered voters. Heretofore the only municipal liquor elections permitted have come as the result of special legislation for particular cities and towns. This breaking of the county-option pattern is cushioned by the bill's provision that 85% of the State taxes collected from stores established under this plan are to be spent for school buildings and 15% for aid to dependent children and old age assistance.

Licensing Boards
The licensing of members of various trades and professions has come, in recent years, to be a fruitful source of legislation and a frequent subject of litigation in this state. Most of the murmur in legislative hall and court chamber has involved the property and legal status of the licensing boards which control entrance into many trades and professions. Just last week the "Governor's bill" to put a public member on each of these bodies met its probable demise in the Senate by the inglorious device of being tabled. Four bills introduced this week indicate the conflicting interests at work in this field. HB 661 would usher into the growing group of vocations with state licensing boards the funeral directors, while HB 713, on the other hand, would see out the plumbing and heating contractors. SB 236 would tighten the licensing, or "registration," requirements of the engineers and land surveyors with the stated purpose of raising their standards sufficiently to insure reciprocal licensing by other states, while HB 684, in the other direction, provides for the licensing without examination of pharmacists licensed by other states who have worked under N. C. pharmacists for periods of 25 years.

Schools
Raleigh this week was immersed in a welter of figures and argument over the proposed "Foundation Plan" for North Carolina public schools. The plan was discussed at a public hearing held by the Joint Appropriations and Education Committees on Wednesday, and the net result seemed to be that everyone favored the plan, but few could agree where the money was coming from. None of the sets of figures passed around among leg-

islators and educators seemed to jibe, the difference being that they approach from different angles the problem of how much money the counties would have to raise under the plan. One set was based on the assumption that no county would support anything more than the minimum program, and under those figures only eight counties would have to raise more than \$50,000 more than they raise now, and of these eight only Gaston and Cabarrus would have to raise over \$200,000 more. Another set of figures was based on the assumption that the counties would continue to supplement the minimum state-supported program in the same ratio that they are now supporting the present program, and under these figures 19 counties would have to raise over \$50,000 more and seven would have to raise over \$200,000 more. Actually the first set of figures represented the minimum that the individual counties would have to raise, and whatever else were raised would depend on the decision in each county as to how much local supplementation might be desirable.

Whether or not the "Foundation Plan" is enacted, there is indication that other aid to schools will be forthcoming. SB 203, which originally called for the raising of 50 million dollars from several sources for school plant construction, was rewritten in committee to eliminate all sources but a 50 million dollar bond issue which would be subject to a vote of the people. Indications are that this bill as amended will become law; if so, each county could receive a maximum of \$500,000 for school buildings under its provisions. If it passes, it would replace both HB 627, which calls for the submission of a similar bond issue, and the Committee Substitute for House bills 3, 4 and 221, which authorizes the appropriation of 50 million dollars for the same purpose.

Roads and Motor Vehicles
The question of issuance of 200 million dollars of secondary road bonds moved another step toward a vote of the people on Friday when HB 89, which had been reported favorably by House Finance Committee on Thursday, passed its second reading by a vote of 101 to 2. As reported out the bill now designates the portion of bond money to be spent in each county based on factors of area, population and mileage and permits the Highway Commission to retain up to 10% of the proceeds as an equalization fund for secondary road purposes. Efforts in committee to tie the 1-cent gas tax increase provided in HB 181 to the bond issue failed, and this bill also passed second reading on Friday. Meanwhile the chairman of the Senate Finance Committee announced that his committee would postpone action on SB 52 linking the bonds and tax increase until the House measures arrived in the Senate. Which version eventually reaches the people depends on the relative strength of the opposing factions—those who think combination is a shotgun marriage and those who view it as placing the tax increase proposal in its proper light.

The introduction on Tuesday of HB 693, authorizing the Governor to appoint a commission to study the sharing of State highway revenues with municipalities, seemed to anticipate the rebuff given the cities on Thursday when the House Finance Committee reported unfavorably HB 54, giving the municipalities 1 cent of the present 6-cent gas tax. A few hours later the Appropriations Committee attempted to soothe ruffled

feelings by increasing the two million dollars recommended for division to the cities in the next biennium to five million dollars. Another solution embodied in SB 274 would do away with the problem from the municipalities point of view by having the State take over for maintenance all city streets which form a part of the State highway system.

County and Municipal Property Taxes
Two years ago, in answer to pleas from tax supervisors, the General Assembly passed a bill which required businesses engaged in selling merchandise in more than one county (largely chain stores) to file with the tax listing authorities in every county in which they operate a list of all the tangible personal property in each county, plus a statement of the total value of their goods and merchandise in a whole state. On Wednesday HB 713 was introduced to repeal the 1947 Act.

SB 239 is equally interesting. This bill, introduced Tuesday night, sets up a new method for assessing the property of franchise motor carriers. While counties would still take their land and building listings, the carriers would be required to file an annual report with the State Board of Assessment under which that agency would allocate to the counties, townships and municipalities in and through which the particular carrier operates their shares of its property value. This would, in effect, place franchise motor carriers in a position similar to that presently occupied by railroads and other utilities with respect to local property taxation.

As soon as you can say what you think, and not what some other person has thought for you, you are on the way to being a remarkable man.
—J. M. Barrie.

Spot Cotton Takes Sharp Drop In Price

Spot cotton prices closed the week Friday, March 11, at 32.56 cents per pound on middling 15/16 inch at the ten leading markets, ten points under the previous week's close, and 109 points under the same date a year ago. Inquiries were fairly numerous. However, domestic mills continued to cover only their nearby requirements.

Export sales lagged as current allocations of funds for the purchase of cotton have been exhausted by some of the participating countries. Reported sales in the ten spot markets totaled 126,800 bales last week against 114,100 the previous week and 110,800 in the corresponding week a year ago.

Social Security Tax Refunds Available

At this time of the year most everyone is interested in either the payment of taxes or in obtaining a refund of overpayment of tax for the year 1947.

According to J. E. D'Auteuil, field representative of the Norfolk, Virginia field office, social security taxes apply to workers' wages only up to \$3,000 in one calendar year. Thus, if a worker has had several employers during 1947 and all have deducted taxes from his pay, the Federal Government, upon the worker's request,

will refund his part of the tax on wages in excess of a total of \$3,000 for that year.

Mr. D'Auteuil explained that to get such a refund, the worker must apply to the Collector of Internal Revenue in the district in which he lives within a period of two years after the year in which the wages were paid. Those persons living in Edenton area should direct their requests to the Collector of Internal Revenue at Greensboro, North Carolina. Mr. D'Auteuil further suggested that any worker having several employers should keep a list of them and the wages paid to him by each during the calendar year so that he would know whether he is entitled to file a claim for refund.

Caution Needed In Using Insecticides

"Although dust, sprays, gases and other insecticides will do much to promote the healthy growth of fruits and vegetables, they often have just the opposite effect on man," County Agent I. C. Yagel of the State College Extension Service declared this week.

"As the National Safety Council points out," he added, "even though the container may not bear the skull and crossbones label, caution is necessary since many substances are harmful to man in some way despite the fact that they may not definitely be poisons."

The county agent urged special precautions to avoid inhaling fumes or vapors from fumigants which, if not poisonous, will usually prove irritat-

ing to human beings. He said special emphasis should also be placed on the necessity of proper labeling for all insecticides and safe storage where children cannot reach them.

"The whole story of safety in using insecticides is simply precaution," Mr. Yagel has asserted. The National Safety Council, he said, has formulated the following rules which point out the most important things to remember:

Follow directions of the manufacturer in handling, mixing, applying. Always spray or dust downwind.

Wear respirators which protect the entire face when there is danger of inhaling fumes. Only those approved by the U. S. Bureau of Mines for the particular job you are doing should be worn.

Gloves, long-sleeved shirts and clothing to cover the entire body are recommended.

Wash hands and other exposed parts of the body with soap and water after using poisonous chemicals.

Store poisonous materials in strong leak-proof containers. Be certain they are out of reach of children or livestock. Bury unused portions. Thoroughly wash or strip fruits and vegetables to which poisonous chemicals of a stable nature have been applied.

Unknown substances should not be used, nor should substances sold under trade names without complete information as to composition and proportion.

If, instead of a gem or even a flower, we could cast the gift of a lovely thought into the heart of a friend, that would be giving as the angels give.

—George Macdonald.

You're Invited To Attend The Formal Showing of The New 1949 Plymouth At Our Show Room In Hertford Friday, March 18th



Plymouth's new special deluxe four-door sedan (above). Throughout the new Plymouth line beautifully streamlined bodies are lower and narrower, seats are wider and headroom greater. At the same time overall exterior dimensions are reduced, but wheelbase has been lengthened to 113 inches and glass area is increased. Horsepower is raised to 97. Although fenders flow gracefully into the body they are detachable for ease in repair.

New Plymouth Features Beauty, Performance, Safety and Comfort

Brilliant new styling is combined with outstanding riding comfort, increased roominess, and sweeping mechanical improvements in the new line of Plymouth automobiles. Completely redesigned, the new Plymouth has a longer wheelbase for a better ride and more road stability, but less front and rear overhang for easier parking and garaging. While the silhouette has been lowered and the width decreased, there is more head and leg room and seats are wider. Typical of Plymouth's many refinements is the ignition-starter combination, with which a turn of the key starts the engine. The new Plymouths are sleek in appearance. New rear-end styling provides a graceful balance with the horizontal grille lines which empha-

size the broadness of the front. Fenders which blend perfectly into body lines are nevertheless separate and detachable, thus avoiding sheet metal panels so costly to repair or replace. The new Plymouth line includes nine distinct automobiles. Special deluxe and deluxe types are on a 118-inch wheelbase, one inch longer than last year's. Special deluxe models are: four-door sedan, club coupe, convertible club coupe and station wagon. In the deluxe group are the four-door sedan and the club coupe. In addition, Plymouth will build three deluxe models on a brand new 111-inch wheelbase, a two-door sedan, a three-passenger coupe, and a new body type, the Suburban. The 97-horsepower engine has im-

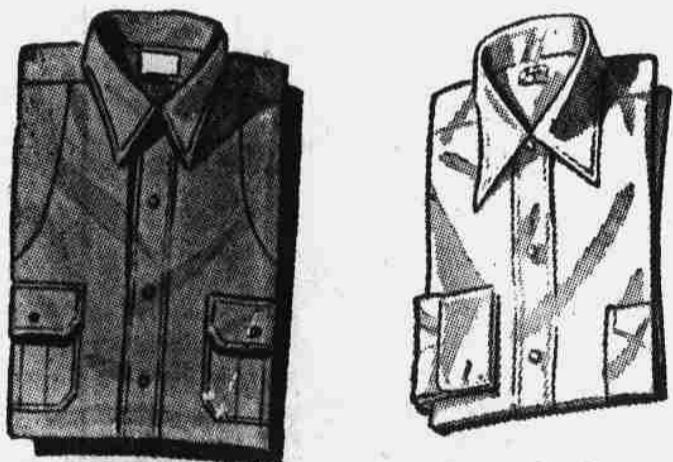
proved performance and efficiency with a new design cylinder head which increases compression ratio to 7 to 1. A new chrome plated compression piston ring reduces cylinder wear and provides greater protection during the break-in period. There are improved oil rings for greater oil economy, while a newly-designed intake manifold induces quicker, smoother engine warm-up and produces faster throttle response. Body styling which produces greater passenger room without excessive bulk also increases visibility. V-type windshields have 37 percent more area and provide excellent vision without distortion. Windshield wipers clear 61.5 percent greater area and the rear window is 35.4 percent larger.

See Plymouth's Many New Features

New Body Styles—New Safety Features

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