

Only Best Qualified Can Don Gray Uniform Of State Trooper

Young men with eyes on law enforcement as a career find slim pickings with the North Carolina State Highway Patrol. An unyielding criteria permits only the best qualified applicants to don the Confederate gray uniform of a state trooper, though many try.

Like any other organization, deaths, resignations and retirement create vacancies in patrol ranks. And although there is seldom a shortage of job seekers eager to join the celebrated 650-man patrol, those who make the grade are remarkably few. Actually, out of a random group of 30 applicants, only will eventually be commissioned.

There's a purpose behind it all, of course.

"First is our obligation to the people of North Carolina to protect life and property on the highways," says Col. David T.

Lambert, the patrol's commanding officer. "This is a responsibility that allows no compromise in seeking out and training the very best men we can find."

Troopers, the colonel said, are in extremely sensitive positions and potential candidates must be pre-equipped with better than average qualities of resourcefulness, courtesy and firmness.

"These things, plus a natural inclination toward law enforcement, help make ideal patrol officers," Col. Lambert said, "but at the same time they are also factors not readily found in the majority of patrol candidates."

Rigorous screening, conducted by a panel of veteran patrol officers, eliminates the lesser qualified candidates while the others on the road to commissions as state troopers. Newcomers quickly learn that

applying for and staying with patrol duty are two vastly different things.

In Chapel Hill each year, a basic training school under the direction of patrol leaders and instructors from the Institute of Government, forge discipline, self-reliance and a thorough knowledge of the profession into the aspiring patrolmen.

Their dawn (calisthenics) to dusk (classwork) schedule is filled with lectures and field exercises on traffic law enforcement, accident investigation, North Carolina history, marksmanship, automobile maintenance, motor vehicle laws, first aid, pursuit driving, riot control and sundry other professional subjects.

There's even a two hour course on how to care for maternity cases.

Graduation day comes eventually, the men receive their commissions, a handshake from Motor Vehicles Commissioner Edward Scheidt, draw patrol cars and equipment and head for their assigned duty stations.

The patrol has a long and colorful history as the new troopers quickly learn. It was organized back in 1929 (over considerable public protest) when

fewer than a half million cars and trucks were on the roads. There was a captain in charge with his Raleigh headquarters, drove a box-bodied Buick sedan, and supervised the activities of the 37-man force.

The duty was in everyday errands and sometimes dangerous. Troopers patrolled on motorbikes, had in twill uniforms, leather leggings and crushed

caps, exposed to the elements and largely on their own.

Their duty then (as now) was primarily to patrol the roads to enforce the motor vehicle laws. In between times the early day trooper directed traffic, inspected gasoline and oil stations, collected bad checks involved in state business transactions, weighed trucks and struggled (as today), to stem accidents, deaths and injuries.

In 1935, operating under the state Highway Commission, the patrol was increased to 121 men. The state's new driver license law also went into effect at the same time and enforcement of its provisions was charged to the highway patrol.

A radio communications system was also set up the same year.

Sandwiched in during the early days of growth are dozens of spine-tingling tales of chases, bank robberies, ambushes and violence which plagued citizens and troopers alike. And all the while traffic and its attendant problems surged ahead.

It was about 1940 that the patrol abandoned those motorcycles and switched to cars, among the first being silver-sided roadsters with bullet proof windshields.

With shift automobiles packed with emergency equipment and three-way radio communications at arm's length, the alert Tar Heel trooper today can quickly cope with any situation where he's needed.

In 1941 the patrol was brought under the administration of the newly created Department of Motor Vehicles and new strategies were pitted against the ever present specter of highway

TEENS HEALTH Health and Safety Tips from The American Medical Association

There is a right way and a wrong way to do everything, including the taking of medicine.

When medicine is taken correctly, the exact dose is taken at the proper time under conditions that insure against error.

A pamphlet of the American Medical Association offers a new useful directions for taking medicines.

Store medicines in a cabinet, preferably locked, away from the reach of children.

Keep only medicines currently in use.

Destroy old prescriptions, because many drugs lose potency or may be chemically changed by time.

Read the label in a good light before opening the bottle or box. Read it again before taking the medicine.

If you have more than one box of pills or capsules to take, slaughter—1289 were killed that year.

Periodic personnel increases, authorized by the General Assembly through the years, have brought the patrol to its present strength. Although a 650 men, the Tar Heel troopers are undermanned according to the National Safety Council which recommends at least 333 additional troopers to provide minimum highway protection.

Regardless of manpower, troopers then and now are seldom idle. In addition to their routine patrol of over 70,000 miles of highway, patrolmen will inspect countless driver licenses and vehicles, investigate accidents, issue tickets and make arrests where necessary, assist in the recovery of stolen vehicles, help motorists in trouble on the road, carry out highway safety projects in the communities where they are stationed and make safety talks before various groups.

And to clinch his cases before the judge, he'll spend approximately 116 hours or 14 working days a year testifying against defendants.

be sure one is closed before opening the other. This avoids switching covers, and also the labels.

When pouring from a bottle, keep the label up so that any dripping will not soil it and make it hard to read.

When taking medicine at night, be certain that the light is on and that you are wearing glasses if you need them. It is easier to misread and misunderstand labels at night when you are sleepy than when fully awake during the day.

Keep medicines away from the bed. Make it necessary to get up to take them. Keeping drugs and medicines on the nightstand by one's bed is dangerous because an overdose may occur if the medication is accidentally repeated while sleepy.

Keep medicines in the original labeled container. If you carry pills in a pocket pill box, identify them with a label. Never put medicines in containers denoted with foods.

Avoid using medicine for children which is disguised as candy. Poisoning—or at least overdoses—can occur when children find and take medicine which looks and tastes like candy.

WHENCE THE INCREASE? The United States Department of Agriculture says farm income is on the rise.

This is great news. And Department spokesmen, in glowing oratory, would have you know that all credit for this development should be delivered to the doorstep of the Johnson administration's farm policy factory.

Frankly, we think the taxpayer deserves most of the credit. His dollars, through a hefty hike in government doles, accounted for much of that increase.

As a matter of fact, farm income would have fallen by over \$350 million in 1964 had there not been a substantial boost in government payments to farmers!

USDA says farm income last

year increased \$126 million to reach the \$12.6 billion mark. True. But government payments increased by \$482 million to a new high of almost \$2.2 billion. As a result, farmers became more dependent than ever on Congressional appropriations.

How did we wind up in the welfare breadline like this? Partly because of a liberal, strong-arm administration. And partly because many farmers choke their pride down and accept that steady drizzle from the government money bins. After all, income is income, isn't it?

Of course, but a man who is beholden to a group of lawmakers for a large portion of his income is in a pretty precarious position. It would only take a whim of that group of solons to take that income away.

The safest bet is for each man to earn his own living.

Congress refused a pay raise for the fellows on the Supreme Court bench. Maybe the lawmakers were hoping some of the justices would get mad and quit.

Synod Plans May Meeting

RALEIGH — Dr. Harold J. Dudley, General Secretary of the Synod of North Carolina, Presbyterian Church in the United States, announced today that the 152nd session of the Synod will convene in Richmond, Virginia, May 25-26. It will be the second time the Synod has met in the Virginia capital city. The other time the Synod first convened in Goldsboro, and then travelled by train to and from Richmond.

Though Union Theological Seminary will host Synod sessions will be held in nearby Ginter Park Presbyterian Church, the Rev. John S. Brown, pastor. The Seminary was founded in 1812, the Synod, one of the four Synods today supporting the Seminary, joined in the centennial celebration of the Seminary. Other supporting Synods are Appalachia, Virginia, and West Virginia.

The Rev. Robert Turner, Charlotte, is Moderator of Synod, and

also the Chairman of the Program Committee, which recently presented to the Synod's Council for adoption the Program for the approaching meeting in May. The program will give priority to two of Synod's institutions, Union Theological Seminary, headed by Dr. James A. Jones, President, a Laurusburg native; and the Children's Home at Barium Springs, an institution first operated at Charlotte, beginning in 1889.

Union Seminary has been cleared by the supporting Synods for a capital gifts campaign, beginning in 1966. The more than 600 commissioners from the 646 churches of the Synod of North Carolina, will come face-to-face with the physical needs of the Seminary. Campaign funds, however, will also include endowment.

Chairman of the Board of Trustees of the Seminary is a former North Carolinian and native of Raleigh, Herbert Jackson, President of the Universal Leaf Tobacco Co., Inc. of Richmond.

For 103 years the Seminary has educated ministers of the Gospel, most of whom have served churches in the southern states. The Seminary for the most of this period has been the largest of the four seminaries of the denomination.

Auto Mechanics Class Scheduled

The Gastonia Industrial Education Center, telephone 864-4231, is now accepting students for the evening auto mechanics class.

The class will begin April 12, 1965. Students should have their applications in by that date. Only a limited number can be accepted and students will be admitted on a first come, first serve basis.

Classes will meet Monday, Tuesday, and Wednesday nights from 6:30 p.m. to 10:30 p.m.

Temperatures reached 68 below at Dawson City, Yukon Territory, this winter.

Ninetyfour percent of American houses now have water piped in.

ADMINISTRATRIX NOTICE Having qualified as Administratrix for the Estate of Essie B. Burton, Deceased, all persons having claims against said estate will please file same with the undersigned on or before September 18, 1965 or this notice will be pleaded in bar of any recovery.

All persons indebted to said estate will please make immediate payment.

This the 19th day of March, 1965.

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