



In every New Bern home where there are small children, the place eventually gets cluttered with discarded or outgrown playthings. Some of these toys and books and games are in such bad condition that they are good for nothing except the trash pile, but many could still bring joy to a less fortunate child.

Far too often a parent will sneak these toys—unwanted but intact—to the junk heap in order to make room for more. Usually, if they wait for Junior to decide when something should be thrown away, it will never happen.

Getting rid of them is practical, of course, but this can be accomplished and another tot can be made happy at one and the same

time. It's a little more trouble to find a child that needs them, and cart them to his home, but you'll feel better inside if you do just that.

Most of us are so richly blessed with the things we want that we forget there are countless children right here in New Bern who have very few toys to play with.

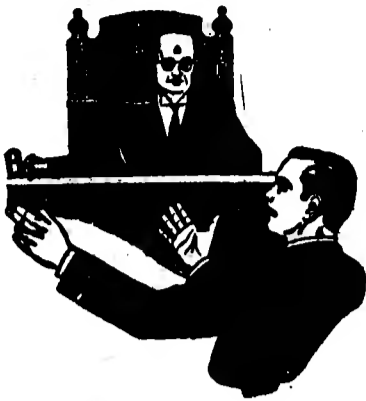
In some instances the parents are to blame. Certainly an innocent child can't be blamed, whatever the circumstances may be. There are also situations over which even parents who are doing their best have no control.

Toys aren't the only discarded items that you can pass along to underprivileged children. Clothing is something else that we often hoard for no sensible reason. When our kids get too big for their wearing apparel it's high time to start looking around for some child who can make good use of hand-me-downs.

Wearing a hand-me-down garment is nothing to be ashamed of, whether you're rich or poor. But, all things considered, the folks who will probably be most grateful are those in dire need. Let's do something about it this very day.

It's all right to love your enemies, but don't give away your friends to do it.

## THIS IS THE LAW



North Carolina is building throughout the state limited-access highways. Some of these highways are being built in cooperation with the Federal Government and with funds partially furnished by the Federal Government.

A limited-access highway is a roadway designed particularly for the movement of through traffic, upon which cross-traffic has been eliminated or severely curtailed, to which entrances and exits are strictly controlled, and in which abutting landowners have no easement or right of access different from that enjoyed by the general public. Such highways are sometimes called "freeways," "thruways," "express ways," "parkways" or "belt-lines."

A 1957 statute, enacted by the General Assembly of North Carolina, vests in the State Highway Commission broad powers relating to the establishment and maintenance of limited-access highways. Such highways are defined in the statute as "controlled-access facilities."

This 1957 statute, in part, says: "No person shall have any right or from abutting lands, except at of ingress or egress to, from or across controlled-access facilities to such designated points at which access may be permitted, upon such terms and conditions as may be specified from time to time by the Commission."

The Supreme Court of North Carolina has said: "Motor car transportation is a basic need of modern society. It is of vital importance to the social and economic life of our people. The development of high speed motor car transportation has brought more and more traffic congestion and an ever mounting grisly toll of automobile accidents. Forty thousand deaths, a million and one-half injuries, and two billion dollars worth of property damage demonstrates the gravity of the problem confronting public highway authorities."

"It is said that less than 15 per cent of the mishaps on ordinary roads will occur on an equal mileage of limited-access highways, and, while limited-access urban highways can easily handle 1,500 vehicles per lane hour, only 400 vehicles per lane hour can be carried

on ordinary urban streets."  
 "The most important private right involved in limited-access highway cases is the right of access to and from the highway by an abutting landowner. The basic problem in every case involving destruction or impairment of the right of access is to reconcile the conflicting interests—i.e., private versus public rights. . . . The construction of limited-access highways is bound to cause a dislocation of rights. Justice demands that these dislocations be adjusted in a way that will be fair to both property owners and the public."

The Supreme Court proceeded to point out that the State Highway Commission can take "land and any other property whatsoever" under its right of eminent domain, which

is the right of a sovereign state to take or damage private property for a public purpose on payment of just compensation. Furthermore, that abutting landowners are entitled to compensation for the taking or injury to their right of access to an existing street or highway that has been converted into a limited-access highway.

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