

CAPITOL CLIPBOARD

Says President Is Lucky Not To Have Been Running

BY EULA N. GREENWOOD
LUCKY . . . The headline in the local daily went as follows: "President Says He's Just Sore After Operation."
 Well, little wonder he was sore. In that Republican operation — in which a record-breaking mid-term deal of 56 million ballots had likely lost him Congressional control—he was lucky he wasn't running himself.

"YES, MR. STEELE" . . . Although he won without serious difficulty, Fifth District Congressman Nick Galifianakis of Durham had his moments of worry, too, on election night.

Looking back on his fall campaigning with friends last week, he humorously remarked that he had probably put in some good spade work here and there for his opponent, GOP Fifth District candidate Fred Steele.

In the primary battle last spring Galifianakis had gone all-out, visiting check-out gates at mills time and again. His picture had been run and re-run—and he figured everybody knew his face. But, obviously, not so. The name, of course, was impossible.

In October he was busily revisiting the old places, shaking the same hands, etc. And, to let the voters know he was not taking things for granted, he would remark something like, "Well, I'm still at it" . . . or perhaps: "I'm still campaigning."

But along toward the shag end of the month he noticed that one person he was shaking hands with said: "Glad to meet you, Mr. Steele." Then a day or two later came this: "Yes, Mr. Steele—we're for you."

"What goes on here?" thought Nick. He finally figured it out. His face wasn't as well known as he had thought; and many people had somehow made "Steele" out of "still". To many, he was Steele campaigning.

From that moment on, Nick Galifianakis always tried to use a term like "continuing". He felt his own name was enough to handle—and to stub his toe on that of his opponent was too much.

CITIZEN COUNCIL . . . This may be denied in some places, but the N. C. Traffic Safety Council—once headed by the late Phil Ellis and recently by Dwight Fee—will soon cease to exist in the form established in 1961. Ellis voluntarily left the Council a year before his death.

The annual meeting of the Council will be held on Dec. 7, and Gov. Moore has invited board members to a luncheon at the Mansion on that date.

Officers and directors will be elected.

But the Council in the future will cease to function except as a group of citizens supporting the ever-enlarging safety programs of the State and Federal governments. This will be helpful.

A few months ago the Council was laying plans to add six to eight safety assistants to work in special areas over the State. This was scratched during the summer. Now it looks as if the entire staff of the Council may soon be looking for other jobs.

LARGE SUMS . . . However, naturally, Dwight Fee — and he is a very, very capable person in all phases of public relations—writing, radio, television, etc.—would like to see the Council continue as in the past.

But Council President R. P. Holding, pointing to the tax-supported safety programs, says it is difficult to see the need for a highly staffed Council supported by large sums of money donated by private firms and individuals. He raises a point hard to answer.

When the Council was conceived five years ago, the Federal Government was spending next to nothing on highway safety. Next year it will spend \$1,750,000 in North Carolina alone! And, since each State must match the Federal amount, a total of \$3,500,000 will be expended to curtail injuries and deaths on North Carolina highways each year. Terrific.

AUTHORITY . . . There seems to be a move underway here to establish a big, broad N. C. Traffic Safety Authority. The work of this body would dovetail into that of the national program coming out of Washington.

Ralph Howland, former editor of the Associated Press in Raleigh and more recently director of safety for the **Chatham Manufacturing Co.** in Elkin, is Mr. Highway Safety in North Carolina. Howland is not only one of the top men in the N. C. Department of Motor Vehicles, he is the contact man between Washington and Raleigh on the Highway Safety Act of 1966. He and Motor Vehicles Head A. P. Godwin are getting results, too.

Appointed by Gov. Dan K. Moore, Howland stands like a Colossus building an empire of and for highway safety in North Carolina. And the Federal program requires that the governors of the respective states be responsible for the new program.

So, all appointments to the N. C. Traffic Safety Authority

—or by whatever name it may be called—will come directly or indirectly from the Governor's office. But few states—thanks to some pioneer work by the privately supported Council—are as ready as North Carolina for the new program.

And probably no other state has a man as well equipped by education, training, personality and experience for the top post as Ralph Howland.

NOTES . . . A private meeting of leading citizens from throughout the State was held here a few days ago to look into the formation of a N. C. State Chamber of Commerce. . . . Average crowd at football games in which UNC was one of the participants (Notre Dame, Georgia, State, etc.) this fall: 40,000 plus!

WHS Students Attend Leadership Meeting

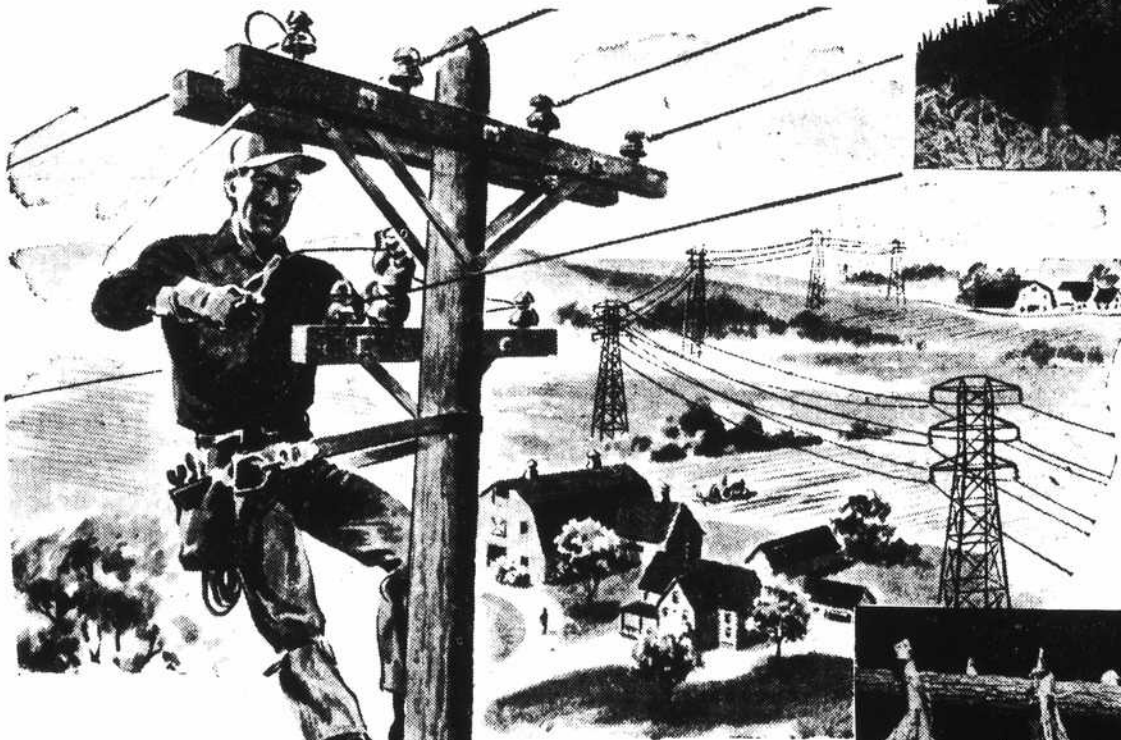
Beth Lawrence and Jerry Hayes, juniors at Watauga High School, attended a Leadership Conference on the ASTC campus Nov. 11 and 12. The ASTC Student Government Association invited student council members from 25 high schools in Watauga and surrounding counties.

As members of the Watauga High School student council, Beth and Jerry received many valuable suggestions for improving the work of student council members and other school leaders.

Army is expected to re-sign Cahill as coach.

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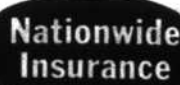


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