

Pete Ivey's Town And Gown

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employed cheering section. How does he feel about full employment today?

Columnist Hamlin next wrote about "standing in line" in Chapel Hill. He deplored having to wait when he went places. At first, that is. After that, wrote Ed, "Everytime I saw a line, I automatically stood in it."

Does that mean Mr. Hamlin is likely to join a political bandwagon if enough inducement is dangled?

In October, 1937, E. J. Hamlin criticized secrecy at Spencer Hall. Someone had stolen \$33 from a girl's room, and for a time it was hushed up. Later, no one could find out if the guilty had been found. Columnist Hamlin said it was discouraging the way newspaper reporters were barred from finding out the facts.

Secrecy in government is a prime issue in North Carolina today. Publisher and Representative Hamlin will no doubt be found defending open decisions openly arrived at and opposed to closed sessions and inaccessible public records.

Hamlin commended the University Library, also in October, 1937, for extending its evening

hours from 10:30 to 11 p.m. That gave students an extra 30 minutes to study, he said.

This, too, is a splendid forecast of Mr. Hamlin's interest in intellectual pursuits. He's on the side of quality education.

We get down to the bare-knuckled Ed Hamlin in November, 1937, when he castigated upperclassmen in the University for meddling in freshman politics. "More Muddling" was the title of his column that day. It seemed that two campus political parties, one of them headed by Joe Murnick, had first had a plentiful number of candidates for president of the freshman class. But then some juniors and seniors had interfered. The result was that many good candidates withdrew, on advice of fraternity elements, leaving only two candidates to fight it out.

This was bad, said columnist Ed Hamlin. And he gave them a "Piece of Mind."

Elder statesmen should keep hands off freshman politics, said Hamlin. "All this business carries a stench which would destroy any ideal of campus democracy which members of the freshman class might have," he wrote. "It smacks of dirty politics of the worst order all the way through."

Hamlin added: "The freshmen are more confused than ever." Now, there is the REAL Ed Hamlin, the defender of democracy. He is ready to go to battle against strike pullers and others who take unfair advantage of political innocence of newcomers. He defends the underdog.

On another occasion, Hamlin wrote another column about the cheering section, and it also had political overtones. The cheerleader had been removed by student government. A new cheerleader took over. Ed Hamlin attacked the changing of cheerleaders in the middle of the stream, and left the impression that there had been a frameup. All in all, the Hamlin of '37 and the Hamlin of '63 give a picture of staunch conservatism balanced with liberal outlook and public-spiritedness that will carry Orange County and its well-being reverberating down the corridors of the last half of the 20th Century.

Truck Crash

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for the light to change. The light turned green too late for the cars to start moving fast enough to get out of the truck's way. Mr. Harrell swerved to the left, hoping to go down the westbound lane, across the parking apron in front of the Rock Pile, and stop beyond.

But when the light turned green William D. Estes, a University student who was heading west in his 1953 Ford, started to turn right, across the truck's path. When he saw the truck coming past the line of cars in the east-bound lane, he stopped—right where Mr. Harrell had planned to aim the truck.

Mr. Harrell swerved again to the left, the weight of the tobacco capsized the trailer, and the truck was traveling on its right wheels only when it hit the Rock Pile. The tractor stopped, the cab roof torn off, wedged on its side in the six-foot space between the side of the Rock Pile and a telephone pole beside the building. Burlap-bound bundles of cured tobacco leaves were strewn across the parking apron in front of the Rock Pile.

Mr. Harrell, 26, from Farmer, Va., said he had been working for the Vance Co. for three days, and that he was on his first trip. He was en route from South Carolina to South Boston, Virginia.

He said he had been discharged from the Air Force two months ago after eight years' service, and that he had spent all but about six months of his two hitchhiking Air Force trucks. Among the trucks he drove, he said, were missile carriers, which weigh as much as 90,000 pounds, are 90 feet long, and have to be steered at both ends like a hook-and-ladder.

The Rock Pile was actually hit by about 33,000 pounds, counting the weight of the truck itself.

"I never had any kind of an accident," he said. "But when your brakes get hot, there's nothing you can do about it." He had only had time to shift down one gear, he said, and he didn't know how fast he was going when he hit the Rock Pile. "I hit the floor. You didn't think I was going to sit up there and watch while that thing was coming at me, did you?"

"I don't know how you did it," said Mr. Estes.

"Well, I'll tell you what I did do," said Mr. Harrell. "I missed just about every damn thing. If you hadn't turned I would have made it."

"I didn't even see you coming at first," said Mr. Estes. "When I did see you I thought, he must be in a real big hurry, so I stopped to let you through."

MRS. BOLTON HOME

Mrs. R. L. Bolton returned recently by plane from Pleasantville, N. Y., accompanied by her daughter, Mrs. C. C. Jones, whose home she visited during the summer.

Pleasant Drive

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tween the Umsteads, Carrboro Mayor C. T. Ellington, the Chapel Hill School Board, and Highway Department officials, the Umsteads have agreed to discuss granting right-of-way for an alternate route "if the Highway Department can do it safely."

Possible alternate routes are along Weiner Street, joining the

The parallel between his and Mr. Kennedy's records has not escaped attention.

"But I always tell them destroyer men and the PT Boat men had no love for one another," he said.

After the War, Mr. Preyer took a degree in law from Harvard, and settled into a Greensboro law partnership with an old shipmate, Fred Bynum.

The partnership was dissolved in 1956 when Gov. Luther Hodges appointed him a Superior Court Judge in the State Middle District. He was re-elected to the office in 1958, then appointed a Federal Judge in 1960.

He has also served on the North Carolina Probation Commission, for two years as a member of Gov. Sanford's Citizens' Committee for Better Schools, as a member of the Mental Health Hospitals Foundation and as chairman of the N.C. Trade Fair Commission which went to Europe hunting markets and industry last October.

He concedes that his biggest asset, political and otherwise, is his wife, the former Emily Harris. Mrs. Preyer is a trustee of the University and served on the Carlyle Commission, the group which recommended sweeping changes in State education beyond the High School. Mrs. Preyer's knowledge of politics and people across the State, he says, exceeds his many times. His concern for the State and his intimate knowledge of its needs are as profound as those of Mr. Pearsall.

"In the past eight years," he said, "we've laid the groundwork in the fields in which we should move forward. We have to make sure we will move, and maintain our momentum. This doesn't call for any great new programs, no great expenditures of money, and it doesn't mean that we won't have problems. But we must insure that we don't lose what we've already built."

"In agriculture we have problems. We need a little more creative thinking there. We've got the problem of shrinking export markets and lower tobacco prices. We've got so many farmers leaving the farms. Where are we going to find a place for them? I once served on a group making a study of part-time farming to see if we couldn't strengthen the healthy pattern we have in North Carolina — of people living on farms and holding jobs in industry in nearby towns. North Carolina is in a fortunate position. We have many small farms — I believe we're second in the Nation — and no large industrial cities, no Birmingham or Pittsburgh. So we can get the virtues of the family farm and yet get the income which today is essential for the farmer. We try to make the best of both possible worlds. I believe there is a place for the family farm, but this pattern needs encouragement. I hope we can go down that path."

Another reason Judge Preyer feels North Carolina needs a blend of agriculture and industry is a rather interesting population pattern. North Carolina has the second-lowest death rate

in the country, and the average size of its families ranks about fourth.

"This means that we have more old people and very young, and fewer in the middle bracket. They are the ones carrying the load, and that points out that we have to raise the per capita income some way. Through part-time farming, we can bring it come up."

"I would describe the way we ought to be going in the next four years as 'moderate.' The time is right for a broad coalition. I don't think we've got a tiger in the house, but we've got a lot of ants. If you've got a tiger, you can stir up a lot of enthusiasm and energy for new programs, but what we really have to guard against is to keep the ants from undermining the house and eating us bit by bit."

"In industrialization we've got our problems. Textiles are going to require plenty of attention, because of the new countries which want to industrialize. You get this in every new nation. And the first industry is textiles. Textiles are a 'natural' for those countries with low technologies. It requires no great pool of skilled manpower. Textiles have been our number one industry, and we want to keep it that way. We don't have to worry about the industry following the cheap labor southward. Technical advances — automation, protect us against that, and I believe that North Carolina, with its institutes and universities concentrating on research, will secure its position for us. I'm sure we'll keep the textile industry."

"In education we've accomplished an enormous amount, but when you look at the figures you see it's no time to look back and pat ourselves on the back. Among all the states we're twelfth in population, but 40th in educational statistics."

"I think it's important to know something has happened, and I am convinced that when the State supports its educational system, something happens. Our competitive position has improved. We jumped from 39th to 32nd in teachers' salaries, and this meant something. To give you an example, a teachers' recruiter from Maryland came to one of our teachers colleges this past year and recruited only seven teachers. The year before he had recruited 42. He attributed this to the increased financial benefits here, but more importantly to the intangible change that is taking place. Teachers want to know that people think what they're doing is important. "If you go in a school you can see what is happening. The morale — teacher and student — is higher, the students are working harder. This is not just a headcount that raises somebody's salary."

"But we're still confronted with the fact that only 19 per cent of our high school students go to college. That's lower than Mississippi's rate. And only six per cent of them ever get out of college. We rank 43rd in the number of 'functional' illiterates."

As to politics, partisan and otherwise, Judge Preyer feels that he must keep his silence until his decision is made. He will venture a distaste for political factionalism. He prefers, he says, to "speak seriously on a more philosophical plane; this isn't a time for partisan politics."

"When partisan politics gets too bitter you go off into side issues, you lose the big picture." He subscribes wholeheartedly to Winston Churchill's aphorism: "If we open up a quarrel between the past and the present, we shall lose the future." It could become his campaign slogan.

"(Factionalism) dredges up the quarrels of the past; it dredges up many fights that have already been lost," he continued. Implicit and explicit in his thoughts about the Govern-

ship is the hope that he can rope in Republicans in sufficient quantity almost to make his candidacy a popular movement.

"I'm surprised by the number of Republicans who have written me and I have stacks of letters from them saying they'll support me. This indicates that a number of people will vote for the man and on the issues rather than just 'blindly' vote? Republican in protest."

This does not mean that Judge Preyer has dismissed the Republican threat in North Carolina with a wave of the hand. The GOP revival in the State is an unavoidable consequence of growth and the immigration of new people. "I think it's something inevitable and I see nothing unhealthy about it. It's not simply a protest growth."

Protest growth or not, Judge Preyer's supporters hope to deal with Guilford County Republicanism once and for all, and expect this as a side benefit of his candidacy. They admit they have little hope of dislodging State Rep. William Osteen, but 1962's clean Republican sweep of local offices will not be repeated in 1964, they hope.

"People for Preyer" campaign headquarters was set up in a former clothing store on Greensboro's South Elm Street, in the heart of town. Last week it was still going strong, with signs in the windows proclaiming, "Judge Preyer, We Want You To Run For Governor." "Come In. Sign Up Now." "Make Your Name Count."

Inside, retired Greensboro Police Captain "Moose" Geiger manned a pair of telephones and supplied signers with pens and petitions.

"You know, it's amazing the way people are coming in of their own volition to sign. For anything else, you have to drag 'em in. Some of them are registered Republicans. It's a real people's movement," he said.

Greensboro businessman Percy Wall echoed Captain Geiger's sunny view of the movement. Mr. Wall, a close friend of "Citizens for Preyer" chairman Caffrey and a principal in the drive, agreed he'd never seen anything quite like the response.

"Bill just started with a few petitions, but then it got going

on its own steam. He had a few petitions printed, borrowed some money and opened this place. The manpower, the volunteers have been unlimited... literally hundreds of people pitched in. They came in, got the petitions and just went, and we never could keep track of the response by precincts. That's impossible now. We used radio and TV spots, too, and Saturday we had booths in the shopping centers and Jefferson Square, staffed by ladies... we feel the indication of interest in the County has been overwhelming. Our job has been to convince the Judge, and we think that we've done it."

"It would be the salvation of the party here in Guilford County, if he ran. So many people have committed themselves to voting for the man rather than the party. That's what beat us before."

Mr. Wall said he felt support from the Judge was coming from political moderates. "It's my opinion that this is not anti-Lake. The moderate people of the area seem to feel that here is a man that can best fit their needs at this time. It's his reputation for complete fairness — people recognize that Preyer is going to make his own decisions without influence."

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Airport Road via the approach road to Horace Williams Airport; and a completely new stretch of Road across the Town's sanitary landfill joining the Airport Road at the end of Estes Drive.

Mayor Ellington, who had planned to meet District Highway Commissioner James MacLamroe and Mr. Burton last week, said yesterday he doubted if this meeting would take place. He said he had been informed by Mr. Burton, however, that the Highway Department had not abandoned the proposed road, and that if the allocated \$52,000 were to be re-allocated, the Town of Carrboro would be notified first.

"As far as the hazardous intersection is concerned," said Mr. Ellington, "I think it's the Highway Department's responsibility to work that out." He said he thought an Umstead Drive-Airport Road intersection might be made feasible with a stoplight or a policeman on point duty during rush hours. "It's not the best intersection in the world," said Mr. Ellington, "but it's the Highway Department's responsibility to work these things out. Everybody in Carrboro, the Commissioners and all the merchants, are one hundred per cent behind it."

The Town of Chapel Hill, whose cemetery property the road would cross, will probably grant the State the necessary right-of-way. Mayor Sandy McClamroch met with Highway Department officials Friday, examined the Pleasant Drive extension situation, and said afterward that he would recommend to the Alermen tomorrow night that right-of-way be granted across Town property for the road.

The Town's granting right-of-way does not affect the route the road will follow after crossing the Umsteads' property.

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